

The Raleigh Tribune

Vol. I.—No. 114.

SECOND EDITION.

RALEIGH, N. C., SATURDAY MORNING, MAY 22, 1897.

4:00 O'CLOCK A. M.

\$6.00 a Year.

THE TRIBUNE IS REPUBLICAN, BUT IT IS THE PEOPLE'S PAPER.

RED CROSS IN CUBA

Spaniards Alone Benefited by the Work of the Society.

INDIFFERENT TO THE EXTERMINATION

CUBAN HOSPITALS DESTROYED AND INMATES BUTCHERED.

A Correspondent Says That the Red Cross Society is an Enemy of the Cause of Cuban Independence.

Havana, May 15.—Now that public opinion in the United States is so much shocked by Gen. Weyler's savage warfare and by the accounts of dire distress all over the island of Cuba, it is time to make known a fact which will appall all Christian hearts. A Red Cross society exists in Cuba, and also a branch of the "Hospitaliers," but neither cares for sick and wounded Cubans, being exclusively at the service of the Spanish army. Furthermore, members of the Red Cross society have dishonored their society by witnessing, and sometimes aiding, the massacres of Spanish soldiers in the Cuban hospitals.

The Red Cross Society, as it exists here, does not attempt to preserve the neutrality of hospitals and nurses. The board of directors is exclusively formed of Spaniards who are well known for their sanguinary feelings against the Cubans and their full support of Weyler's criminal policy. The priests who are members of the board, the bishop of Havana, for instance, openly speak of the Red Cross as a society which is interested only in favor of the Spanish sick and wounded as virtues to be exalted.

When the Red Cross Society began its work in this war, at the end of 1895, a large meeting was held at the Casino Espanol, in Havana, to give the society a send-off. The very place of the meeting clearly showed that the character of the society's work would be decided. The Casino Espanol is the political club of the Spaniards. Its members are the dreaded Spanish volunteers. Its president is Senor Santos Guzman, whose political views are the re-statement of thequisition and the extermination of the Cubans.

At that meeting all the orators spoke in a warlike spirit. Father Muntadas praised the Spanish military glories of former days, but said nothing of the humanitarian purposes of the society. Santos Guzman also quoted Christian maxims, and so did the Bishop, but when the question was presented how a number of the society ought to act when a wounded insurgent was before him, it was unanimously decided that the insurgents were monsters not deserving humane treatment. They were outlaws and bandits who should be exterminated for the good of mankind.

Since then the Red Cross Society here has been the enemy of the Cubans, instead of a neutral institution created for the relief of all suffering. And how could it be otherwise? The society is managed by uncompromising Spaniards. Gen. Weyler punishes severely any one who gives the least help to a Cuban, even though sick or wounded. The cruelty of Gen. Weyler in this matter reaches so far that if a sick or wounded insurgent asks a member of his family in Havana to send him medicines or to assist him in any way, and the relative of the suffering man does not immediately comply, the Spanish authorities the hospital where the Cuban is lying, so that the Spanish may raid it, the whole family is persecuted as abettors of the revolution. The case of Dr. Fernandez is in point. The doctor heard that one of his brothers, a Captain in the Cuban army, was dying of a wound, a few miles from Havana. Dr. Fernandez was not a revolutionist, and did not approve of his brother's attitude. But fraternal sentiment and humanity prevailed over his political ideas, and he went to the place where the wounded man was and treated him for two days. When he saw that the wound was healing, he left the Cuban all the medicines required for completing the treatment and the necessary instructions, and returned to Havana. He was immediately summoned to the office of the Captain-General, and he confessed what he had done, believing that there was no crime in it. He was deported to the Chafarinas Islands, and is now there under a life sentence.

The greatest offense committed by the Cuban girls, Clemencia Arango, Rosado Sigarra, and Emilia Cordova, deported from Cuba by Gen. Weyler, was to send medicines from Havana to the Cuban hospitals. Dr. Casuso, now in New York, was also deported to Spain because he healed a wounded Cuban. For similar crimes there are now more than 200 exiles in Chafarinas, Ceuta, and Fernando Po. A Cuban soldier had rather be killed than wounded. When his wound allows him to march he continues his military service, even though suffering from fever. He knows that if he falls defenseless into the hands of the Spaniards there is no mercy for him. When obliged to go to a hospital many commit suicide.

The hospital service of the Cubans is perfectly organized in Santiago de Cuba, where the whole country is free from the raids of the Spanish columns, but in the west, where the war is constantly going on, the Cubans are obliged to care for the wounded in small hospitals, which are in constant danger of being discovered by one of the Spanish columns, always about 2,000 men strong, which march from one town to another.

Here is a list of Cuban hospitals destroyed by the Spaniards within the last five days:

Province of Pinar del Rio.—The battalion of Luchana destroyed six small hospitals, killing three wounded and capturing two nurses. Some of the

sick and wounded escaped to the neighboring forest. The battalion of Luchana, in the Rubi hills, destroyed one hospital and killed eight sick and wounded men who were in it. The forces of Mariel, in Guajabon, burned a small hospital in which two fever-stricken men were cared for by a woman. One of the men was slain. The battalion of Aragon, in Santos, Santa Paula, and Mira Cielo, destroyed three hospitals, killing nine sick and wounded men. The battalion of San Quintin, in Sabana la Mar, destroyed one hospital and killed two Cubans sick of fever.

Province of Havana.—The column led by Pinar Brava and San Agustín set fire to two hospitals and shot two wounded men.

Province of Matanzas.—Lieut.-Col. Alfau in Vista Hermosa turned his cannon on a Cuban hospital and destroyed it. In Montes de Piedra attacked a hospital, killing two sick men.

Province of Santa Clara.—At Seboruco (Sancti-Spiritus) a hospital was destroyed and six wounded men were killed. At Loma Valdes, Remedios, a hospital was burned and the physician was shot. At Gavilan, Remedios, two wounded men in a hut were burned alive. At Ramblazo, Remedios, two wounded men in a hospital were shot. At Pozo Lunar, Remedios, a large hospital was raided, more than fifty sick and wounded men were killed and seventy-one women and children were made prisoners.

All the above instances have been officially reported in Havana as victories and destructions of Cuban camps. But the capture of medicines is confessed in each case.

TWO MEN KILLED BY A MOB.

Many Shots Fired into a Room Where a Woman and Two Children Were.

Mountain Grove, Mo., May 21.—At the little shanty occupied by John Mitchell and his family, a few miles north of this city, this morning occurred a revolting crime, committed by an infuriated mob. Besides Mitchell and his wife and two babies, there were in the room Dave Mitchell, his brother, and a step-brother named Jack Coffman.

About 3:30 A. M. they were aroused by a loud rapping, and a fusillade of shots from revolvers and shotguns then began. The mob broke through the frail wooden door. John Mitchell jumped out of bed, calling to his brother that he was shot. Staggering across the room to where his brother was he sat down upon the edge of the bed.

By this time the mob had gone around the shanty and began pouring a volley of bullets through the little window, striking the already injured man in the face and chest. As he fell back, the arms of his brother, Coffman, rose up in bed only to meet a similar fate.

Dave Mitchell received slight wounds. About five days ago this same mob visited the Mitchell home, by the way of bushes, he was whipped with hickory switches until he became partly unconscious, and was told that should he be found in the neighborhood later he would be dealt with much worse. The Mitchells, it is alleged, have been guilty of petty thieving for some time. The immediate neighborhood, however, is highly indignant over the affair and intend to lynch and hang the mob captured. There were about twenty men in the mob.

A POST OFFICE REMOVED.

It Consisted of a Tea Caddy, and the Postmaster Kicked It Out of the Window.

Washington, May 21.—A Post Office Inspector recently sent to investigate the condition of some of the post-offices in the West has made a report to the department of a peculiar condition of affairs at one of the offices in the mining country of Montana. Some years ago the department established an office of the fourth-class for the convenience of persons employed in neighboring mines at a hamlet built on the edge of one of the canons of that State, but experienced difficulty in getting a postmaster. The appointment was finally accepted by an old miner who was willing to accommodate the miners. No provision is made by the department for fitting up fourth-class offices, and the postmaster did not think it worth while to purchase letter boxes and other necessities. He found a worn-out tea caddy and placed it on a table in his cabin for the reception of incoming and outgoing mail. That was the postoffice. Every morning he took the letters to the nearest post-office, and he took the papers in the caddy, and to take those addressed to himself; and altogether things were run in a very irregular way, with a disregard for red tape and the regulations of the department. The old man occasionally sent in reports about the condition of the office, as required by law. One of these showed that he was \$4 in debt to the Government, and the postoffice inspector was directed to take the office and make inquiry into the shortage. He found matters as described, the tea caddy forming the only receptacle for mail and the postmaster indifferent to its disposition. He remonstrated with the postmaster.

"Mister," said the old man, "you've come all the way from Washington to investigate the condition of this office haven't you? Well, I've been trying to resign this place for two years, but the Government won't let me. I don't know anything about that \$4, and I don't care a cuss about it, but I know that it cost a heap sight more'n \$4 to get you all the way out here. And I suppose you'll want something to report about when you get back to Washington. Just report this, and the rebellious postmaster struck the tea caddy a blow that sent it out of the window of his cabin and across the canon; 'just report that this postoffice has moved'."

Crete to be United With Greece.

Special to The Tribune.

Athens, May 21.—M. Giannadakis, formerly the Greek Consul General at Cana, arrived here this morning. He asserts that after the Greek troops are completely withdrawn from the island, delegates representing the Cretan government will appoint a personal governor, which will proclaim the union of the island with Greece.

THE LAST GREAT BATTLE

DESCRIPTION OF THE DAYS' FIGHTING AT DOMOKOS.

Retreat of the Greeks Was Full of Horrors—Losses Estimated at 1,000 Greeks and 2,500 Turks.

Athens, May 21.—The Greek army began the retreat from Domokos on Tuesday afternoon, following the disastrous battle fought at that place. The retreat was on Thessaly.

Everybody at Domokos believed that actual negotiations for peace were going on, on the strength of reports from Athens.

The battle of Domokos opened at 9 o'clock in the morning, when the entire Turkish army began to advance on the Greek center and right wing.

At 12 o'clock the first gun was fired, and by 1 o'clock the Turks succeeded in placing their batteries in position.

From 1 until 3 there was desultory artillery firing from both sides, and by 4 o'clock the Turkish infantry began to advance.

Rapid firing opened at that hour, and in fifteen minutes the Turks had driven the Greek line back to the mountain pits and the returned Greek line on the plain.

Then for three hours the Turks were under a murderous cross-fire from the soldiers in the Greek rifle pits on the mountain ridges, under the protection of the Greek batteries.

At one time it seemed as if the Turks would succeed in driving back the men on the ridges.

A party of brave, desperate Turks, in advance of their line, made a mad rush for the ridge, and nearly succeeded in scaling the Greek stronghold, but their attempt failed, and most of them never returned to their lines.

Meanwhile the Turkish batteries had been working their guns steadily, while throwing a hailstorm of shrapnel into the Greek batteries and rifle pits.

At sundown the Turkish infantry still held on doggedly to their advanced position, although they had lost at least one-third of their number under the galling fire from the Greek rifle pits.

This mad attack on the part of the Turks was for practical purposes a feat, and gained its purpose.

Between 12 and 7 o'clock there had been a steady advance by the Turks on the Greek positions, hidden on the mountain ridge at our right.

Reserves were hastened around to that point, but in vain.

The Greeks were flanked again by their wily foe, and in the end were forced to evacuate additional territory to the Turks.

The retreat of the Greeks was full of horrors, and the disorder was added to by the panic of fleeing, panic-stricken peasantry.

Crown Prince Constantine simply was beaten by superior numbers.

As near as I can learn 1,000 Greeks and at least 2,500 Turks were killed or wounded.

The numbers of troops engaged are estimated at 35,000 Greeks, opposed by 50,000 Turks.

GIFTS FOR QUEEN VICTORIA.

Sent to the Jubilee by the Emperor and Empress Dowager of China.

Vancouver, B. C., May 21.—Chang Yin Huan, special Ambassador to Great Britain, in addition to carrying the congratulations of their Imperial Majesties the Emperor and Empress dowager to her Majesty the Queen, on the occasion of her Majesty's diamond jubilee, also carries with him a number of presents from both the Emperor and the Empress dowager to the Queen. The Empress dowager's presents consist of a pair of jade workman's cups or vases of fine workmanship and great antiquity; some of the celebrated Tibetan "joss" or incense sticks (for burning on the altar of longevity); and the pine tree emblem of longevity; and a pair of jade workman's cups or vases of fine workmanship and great antiquity; some of the celebrated Tibetan "joss" or incense sticks (for burning on the altar of longevity); and the pine tree emblem of longevity.

In addition to the above there are also two rectangular boxes of the same material containing, it is said, gold and silver worked embroideries and silk and cotton goods, specially selected for the Emperor and Empress dowager on the occasion of the jubilee.

Another instance of friendly feeling toward her Majesty, and through her toward Great Britain, displayed by the highest nobles and officials of the land, is the fact that their Highnesses Prince Kung and Prince Ch Tung, Li Hung Chang, Wang Tung, Ho, ex-imperial tutor and the President of the Board of Revenue, and other members of Tsungli Yamen, including the special ambassador himself, have also conjointly sent several valuable presents to the Queen. Following is list of the presents: Porcelain stands, four feet six inches high; eight folding embroidered screens, the frames being made of valuable wood; a pair of jade stone scepters, and a pair of ancient flower vases of porcelain of very large size.

Women not in It.

Special to The Tribune.

Cambridge, England, May 21.—The Cambridge University today rejected, by vote, the proposal to confer degrees upon women.

Captain Wilder's License Revoked.

Special to The Tribune.

New York, May 21.—The United States steam vessel inspectors today revoked the license of Capt. James Wilder, of the steamship Leona, in which thirteen steerage passengers were burned to death while at sea on May 8.

TILLMAN HAS HIS OWN TROUBLES.

Proposed Investigation of His Methods in Connection With the Dispensary System.

Washington, May 21.—Senator Tillman, the knight of the pitchfork from South Carolina, may have to delay his proposed investigation of his fellow Senators who are accused of speculation in sugar stocks to attend an investigation of his own methods in connection with the dispensary liquor system in the Palmetto State. For some time past the political opponents of Senator Tillman in South Carolina have directly and indirectly charged all kinds of fraud and corruption in connection with the administration of the noted dispensary law. The State officers in charge of the dispensary have been accused of violating the law, and the charge has been made that some of them have conspired with the whiskey ring under contract to supply South Carolina with liquor until the law becomes a dead letter.

Senator Tillman, as the originator of the dispensary system, owing to the fact that it was established while he was Governor of the State, has not escaped the charge of being implicated in some of the alleged questionable transactions growing out of the dispensary system. The newspapers of South Carolina have bristled recently with personal communications from Tillmanites and anti-Tillmanites making charges and counter charges of all kinds of scandal in connection with the liquor traffic of the State.

The Cuban question and the tariff issue sink into insignificance in South Carolina compared with the dispensary system. The climax has just been reached by Senator Tillman calling upon Governor Ellerbe to institute a rigid investigation of the whole subject. A few days ago Senator Tillman, when questioned by the Governor, framed in language as vigorous and as characteristic as he could command, referring to the dispensary scandals and suggesting an investigation. The Senator said he wanted all the facts brought out, and he would know the truth, and he would know the truth, and he would know the truth.

Today the Senator received a long letter from the Governor, explaining why he withheld the original letter. In substance, the Governor said that in his opinion it contained certain statements and reflections concerning certain persons which might be softened before being spread before the public. Senator Tillman would have preferred to let the original text of the letter stand as his sentiments, but in deference to the suggestions of Governor Ellerbe he has consented to tone down some of the more vehement sentences and let it go at that. An investigation is sure to follow, and it is said that there will be some sensational developments which may involve some of the prominent Palmetto politicians.

It is charged that the actual receipts from the sale of liquor under the State dispensary system have fallen several hundred thousand dollars below the estimate, and the income of the State has been seriously affected. It is charged that certain individuals have realized large personal profits from their connection with the liquor business in the State.

THE CZAR'S MESSAGE.

The Letter That Induced the Sultan to Stop Fighting.

London, May 21.—A dispatch from Constantinople gives the text of the Czar's message to the Sultan asking for the cessation of hostilities as follows:

"Your Imperial Majesty will not feel astonished by the fact that, encouraged by the evidence of sincere friendship and neighborly feeling which exist between us, I take upon myself the task of addressing your august sensibility in the name of the friendship which will crown the heroic successes of your soldiers by a suspension of hostilities."

"This is a course which will be in entire accord with the firmness and moderation which you evinced at the commencement of the campaign. Your Imperial Majesty will thus accomplish an act which will be entirely in conformity with wisdom and moderation, and which will serve to still further augment the respect and admiration you personally inspire, and of which I will forever retain the memory."

"I pray your Imperial Majesty to be good enough to believe in my unaltered devotion to the friendship which exists between us."

The Sultan replied, expressing lively and sincere thanks, and informing the Czar that he had ordered the Turkish commanders to stop fighting. In conclusion the Sultan said:

"I pray your Imperial Majesty also to take into consideration that I wish for the friendly intervention of the powers to assure the re-establishment of peace, having for its result the safeguarding of the rights and prestige of my government and the maintenance of general peace by the subsequent constitutional security of my frontier."

\$50,000 Fire.

Special to The Tribune.

New York, May 21.—This morning, at No. 19 Jacob street, fire destroyed Daniel Moffitt's harness, leather and tallow manufacturing establishment, which is situated in the leather district. The narrow streets in this part of the city prevented the firemen from getting good streams of water on the flames.

Loss, \$50,000.

Carriage Works Burned.

Special to The Tribune.

Rahway, N. J., May 21.—The carriage works of F. S. Graves were destroyed by fire this morning, entailing a loss of \$10,000. The fire was caused by a defective fuse.

DASHED TO DEATH ON THE ROCKS.

Real Estate Agent Robbed by Highwaymen and Then Thrown From a Bridge.

Special to The Tribune.

Pittsburg, Pa., May 21.—Edward S. Fleischer, aged sixty years, a prominent real estate agent of this city, was attacked by highwaymen early this morning. He was robbed and then thrown off of a Lincoln Avenue bridge to Hegley's run, a distance of seventy feet below, and dashed to almost instant death upon the rocks. Mr. Fleischer's cries during the struggle were heard, but assistance arrived too late. When friends reached the side of the prostrate man he was in the last throes of death, but he lived long enough to tell the terrible story.

The murderers did not leave the slightest clue for the police to work on.

A MURDER IN GUILFORD.

Row Over Moonshine Whiskey Results in the Killing of One of the Men.

Greensboro Record.

Another murder has been committed in this county, the first of the kind in some years. It took place at Stokesdale Wednesday afternoon about 4 o'clock.

The facts, gleaned from revenue officers who were at the scene, are as follows: During the day yesterday Col. Chapman, agent of the revenue department of this place, received a telegram from John L. Pegrum, followed by another from Wm. Rosser, after still another from other parties living in the neighborhood of Stokesdale, to send officers up after some blockade liquor. Officers were sent up and on their arrival at Stokesdale learned that the trouble was between two blockade men—John L. Pegrum and Wm. Rosser. They had made up two barrels for the Oak Ridge commencement, as they said, and had then fallen out about the possession of the whiskey. The whiskey had been stolen by first one party and then the other, engendering much bad feeling. Then it was that each man wired Col. Chapman to send officers after the stuff.

Deputy Sheriff Bond and George P. Paddy told the officers on their arrival at Stokesdale that it was no use for them to look for the liquor, as it had been hidden away by Rosser and that the still house had also been moved. About 5 o'clock the officers were still in Stokesdale a man named Nelson drove in and said that Pegrum had been shot and was dead. The officers secured a wagon and at once drove over to the place, near Price's mill, about five miles from Summerfield, and close to the house of a Mr. Winfrey. Dr. Hilton, of Stokesdale, and a liverman also drove over with them. On their arrival they found the body of Pegrum lying across the road with a plant bed cloth thrown over it and two pennies over the eyes. Removing the cloth it was seen that the man was dead. Through the heart, the pistol used being put close to the body as was shown by the powder burns. Just beyond the body were the two barrels of whiskey which caused all the trouble.

A man named Walker saw the shooting, as did Pegrum's wife, who was at the house of Winfrey. She at once went over to the spot, but she says Rosser, who was still standing over the body, told her to leave or he would kill her. She then returned to the house and in a wagon started for Stokesdale, meeting the officers on the way and returning with them. Walker and Mrs. Pegrum, who saw the shooting, say that Rosser, after standing over the body for some moments, turned and went into a big swamp and has not since been seen. A warrant was issued for him as soon as possible and a deputy sheriff went in search of him. Sheriff Hoskins went up today to take a hand, but Rosser, having such a long start, can get away if he has any sense.

The revenue officers seized the liquor, took the dead body of Pegrum, put it in a wagon, while his wife got in another vehicle, and the procession started for Stokesdale, a revenue officer leading and one bringing up the rear.

It is said among the people in that section that Pegrum was a desperate man and had been in tight places before.

Revenue Agent Frank N. Porth, of New Jersey, was in charge of the officers sent up by Col. Chapman. It was his first experience in a raid and he is sufficiently amused. However, he was lucky. Generally the revenue man is the corpse on such occasions.

A Million to Charity.

New York, May 21.—Andrew Carnegie, who usually prefaces his annual spring trip to Europe by a charitable expedition, has decided to give a million dollars to charity this spring. The exact object of the donation is not known.

Boy Cruelly Tortured.

Philadelphia, May 21.—There is extreme indignation in northern Berks county over the most cruel torture inflicted upon Harry Miller, a boy, to make him confess that he stole a purse and was innocent. Alvin Greenwald's servant, Mrs. Amos Bausch, missed the purse at her employer's home in Albany Township. The lad, who had always been honest, was charged with, but denied stealing it. Two men then took him to Ontelaunee creek, grabbed him by the heels and ducked him till he confessed. They demanded that he restore the purse. He could not, for he hadn't seen it. They then held him over backward and pumped water in his face till he strangled and again confessed. Then they had him arrested, and made the purse was found just where Mrs. Bausch had left it. The two men have disappeared.

Convict Sues for Damages.

Special to The Tribune.

Atlanta, Ga., May 21.—An unique suit was filed here today against the Georgia Penitentiary Company No. 1 by George Brooken, an ex-convict, promising a lively investigation by State officials. Brooken was confined at Company No. 1's camp five years, and claims that during that time he was forced to work 181 Sundays. He files a suit for \$181, charging \$1 a day for the time he alleges he was forced to work without authority of law. He declares he was compelled on pain of punishment to do the work.

The case will no doubt cause the convict camps to be investigated to ascertain in which the laws are being violated by working on Sundays.

State Four Cannon.

Special to The Tribune.

West Point, N. Y., May 21.—Four cannon have been stolen from Fort Clinton. Three of these cannon were captured during the rebellion and one during the Mexican war. The officers of the academy here say that they were of no material value other than their association. The police department has been notified to keep a lookout for the thieves.

HOPE FOR FREE CUBA

Belligerency Resolution Will Soon Come to a Vote in Senate.

WILL BE REACHED BY AGREEMENT

EXPECTED TO PASS BY AN OVERWHELMING MAJORITY.

Many Republican Senators Inclined to Criticize the Administration for Going Slow in the Cuban Matter—Vote May Be Taken Monday.

New York, May 21.—A special from Washington to the New York Sun says: Senator Morgan's resolution providing for the recognition of Cuban belligerency will reach a vote in the Senate within a very few days, and will pass by a large majority. All indications point to the approaching end of the long debate and the rapid breaking down of the opposition forces. The vote will be reached, moreover, by an amicable agreement. Much has been said during the past few days about the alleged determination of the advocates of the belligerency resolution to serve notice upon Senator Aldrich, as the spokesman of the Finance Committee, that the formal agreement to take the tariff bill up for consideration on Monday next will not be adhered to unless the Cuban resolution shall first be disposed of. No formal notice of this kind will be served upon Mr. Aldrich, however, or upon anybody else, and those Senators who have been named as advocates of such a plan repudiate all knowledge of it. It is true that several Republican Senators, who are especially enthusiastic in support of the Cuban cause, openly declare that the tariff bill cannot be considered until a vote is had upon the Morgan resolution, but they make no threat to withhold their assent, and not as representatives of any faction in the Senate. The truth is that the opposition to the Morgan resolution has broken down under the continuing explanation of its advocates so that its final passage can now be prevented only by the adoption of outright filibustering tactics. No Republican Senator, not even Mr. Hale or Mr. Hoar, appears willing to resort to this method, and so, after a few more speeches have been made and the correspondence called for by the resolution recently passed has been submitted, the vote will be taken by a large majority.

There is no doubt that the friends of the Cuban resolution could easily keep it before the Senate at the expense of the tariff bill, especially as the Republicans would be joined by the Democrats and Populists in any plan designed to postpone action on the tariff bill. The Republicans are at the mercy of any combination that may be made against them, and their only recourse in an actual minority cannot hold a party caucus for the purpose of pledging themselves to a legislative programme. Several of the managing men among the Senate Republicans are opposed to the Morgan resolution, but they are now alive to the wisdom and necessity of permitting a vote to be taken, and while the two subjects of Cuba and the tariff may for a few days run side by side in the proceedings of the Senate, the sentiment of the majority will prevail and the Morgan resolution be adopted. It is quite possible that on Monday an arrangement will be made in open Senate for taking the vote.

As was developed in the Senate debate to-day, a large force of State Department clerks are at work preparing to send to the Senators a copy of the resolution, all the Cuban correspondence on file. Some of it will be withheld as its publication is deemed to be "detrimental to the public interest," but enough of it will be made public to justify the Senate in passing the Morgan resolution and to show that the newspaper accounts of the condition of things in Cuba have not been exaggerated.

Many Republican Senators are still inclined to criticize the Administration for its apparent desire to go slow in the Cuban matter, and especially for its expressed determination to withhold certain information received from its agents in Cuba, which they say it would be dangerous to make public for fear the Spanish officials would vent their indignation on the Consul and other agents of the United States who have, over their own signature, sent information to the State Department damaging to the cause of Spain.

As a member of the committee on Foreign Relations, Senator Foraker has been allowed to examine some of the proscribed correspondence at the State Department, and he read a few extracts to his colleagues in his day only enough to whet their appetite for more, however, he was unable to leave before them. It is certain that when the State Department sends the correspondence to the Senate it will withhold some of it, perhaps until it can be submitted to the Senate in the secrecy of executive session. But, whatever course is adopted, the Senate will be put in possession of facts amply sufficient to warrant it in passing the Morgan belligerency resolution, and there is now no longer any doubt that this action will be taken at a very early day.

West Point, N. Y., May 21.—Four cannon have been stolen from Fort Clinton. Three of these cannon were captured during the rebellion and one during the Mexican war. The officers of the academy here say that they were of no material value other than their association. The police department has been notified to keep a lookout for the thieves.

BRIDGE WILL BE A MARVEL.

It is to Span the Mississippi Above New Orleans.

A New Orleans correspondent of the Louisville Courier-Journal says: E. L. Cortell, chief engineer, and E. H. Connor, assistant engineer, have just completed the drawings and studies for a bridge so remarkable that it will attract general attention throughout the civilized world. It is to span the Mississippi river at Twelve Mile Point, between four and five miles above this city.

This bridge is a railroad structure, double tracked, connecting all lines on the east and west banks of the river. It will be when the river is at its highest eighty-five feet from the water's surface. At the point where water meets the land, the height of the rail will be 100 feet above the earth. At each end of this great structure, the approach will be 6,500 feet long, the grade being 1.5 per cent. The length of the structure between piers is 2,280 feet. The length from approach to approach, the points referred to being those farthest from the shore, will be 15,400 feet, a total of nearly three miles.

Perhaps the most interesting feature of the bridge is the engineering standpoint is the great length of clear center span required, 1,000 feet. This fact must be considered carefully. The great task that confronts the engineers is the approach, owing to the character of the river bed. The bed of the Mississippi river at this point, and the ground far on each side, is alluvial, made up of sand, silt, and mud, and is very soft. The approaches pass over the river deposits, borings to the depth of over a thousand feet have been made in this city and nothing encountered except loam, sand and some shallow layers of clay.

The bed of the Mississippi a few feet below the surface is of clean sand. On either side and beneath the sites of the proposed approaches borings have been made 200 feet deep. Fifty feet below low-water mark a layer of sand, which grew coarser as the depth of the borings increased. It is upon this sort of a bottom that the foundation of this tremendous structure must rest. The shore piers will rest on pneumatic caissons sunk 100 feet below low-water mark. Each of these caissons is 22x32 feet at the base, 10x50 feet over the coping, 116 feet in height, and contains about 2,500 cubic yards of masonry. The caissons are 32x58 feet high, and each contains 750 feet of timber and 7,200 cubic yards of concrete. The piers are to be constructed of what is called granite face stones and concrete backing.

A very excellent idea of the immensity of the structure can be gained from the fact that the total height of the river piers from the base of the caissons to the top of the ornament on the trusswork is 116 feet. The river piers are rectangular in shape, and are standing on a bed of sand. The piers stand in a hundred feet of water. Each caisson supporting them contains 4,500 feet of timber and 15,300 cubic yards of concrete. The lower edge of the caissons are protected from injury by heavy steel armor or shoes, these being of sufficient thickness and strength to cut through any timber obstruction that might be encountered in sinking a pier to the bottom. The caissons are called the fatigue weight that rests on this foundation will be 1,000,000 pounds per square foot.

The approach spans of the bridge are supported upon steel towers. Each of these towers is thirty feet long and rests on a circular brick pier with granite caps, concrete base and pile foundation. The remainder consists of timber trestles, 1,400 feet on each side, and earth embankment. Each approach has one pin span 150 feet long, ten pin spans 120 feet in length, and twenty-eight 60 foot girder spans. This makes the total length of the iron structure 10,240 feet, a length of this sort of which no bridge in the world can boast. Just how much iron will be used is not yet known definitely, but it is a fact that the cost of the bridge will be so tremendous that although its idea has been in existence for seven years it is only now that the Southern Pacific railroad, which will build it, has reached a point where it thinks it advisable to take steps leading toward definite action.

Trade Relations With Japan.

New York Press. The retailing bureau of the Reform Club, we presume, has got around to Japan. It is understood by the snubbing it received from the German and Italian Ministers. It is endeavoring to persuade us that it has persuaded the Mikado's people and government to sharpen all the swords of the Samurai in order to nip off such offensive schedules of the Dingley bill as have not already been clipped at the tariff shop in the Arlington.

We fear that, if the worst be true, we shall have to put up with a frame of equanimity—with the entire cessation of commercial intercourse with the island empire. This trade is carried on now at great loss to this country as a commercial whole. If, as a clever Japanese cartoonist has put it, we dragged his country into international trade perforce of Commodore Perry's old canardons and howlers, she has been amply repaid for the indignity. Last year she sold us goods worth \$25,557,038, took all but \$7,689,685 of the proceeds in cash and spent it in England and Germany. Moreover, the goods she sent here were with the single exception of tea—which we shall continue to buy—sharply, in spots ruinously, competitive with our own products. As long as Japan pays six silver cents a yard for her labor which makes silks, rugs and toothbrushes she must expect tariffs compensatory to home industries from a country whose average wage rate, including unskilled labor, woman labor and child labor in the calculation, is \$1.55 a day.

We shall continue to take Japanese tea because we have to do so. We think that Japan will continue to take our flour, because we believe that she will have to do so, though it will be long before her flour account will be up to our \$5,000,000 tea bill. For the rest, two manufacturing countries, one with the highest, the other with the lowest wage rate in the world, are, from the laws of their being, conspicuously debarrained from, at all general exercise of reciprocity.

THE CITY OF OAKS

The Tribune's Directory of Matters of Interest About Raleigh.

The beautiful "City of Oaks," capital of the Commonwealth of North Carolina, was laid out from a piece of land purchased from Colonel Joel Lane, by commissioners appointed by the General Assembly for that purpose, on the 4th day of April, 1792. It is situated upon the rise that begins to mark the lower from the upper portion of the State, upon easy undulations, only three hundred feet above the sea, surrounded by lands in high state of cultivation, with a most equable climate, and with presents as many attractions for all that constitutes a desirable home as any city upon the Atlantic slope.

While dacking in some of the advantages alike of the sea-coast and the mountain, it possesses many not common to either. No disease has ever appeared here in its most virulent form, and its rate of mortality is far below the average. Together with Aiken, S. C., Raleigh was recommended by a commission of army surgeons as a proper and suitable point for the establishment of a Government sanitarium.

The population of Raleigh has always been one of remarkable culture, chivalrous but conservative and law-abiding; and though the centre of all political excitement, and enjoying the utmost freedom of discussion and expression of opinion, it is its proud boast that it has never had a riot. "A beautiful and appropriate monument erected by the new to one of the most illustrious political martyrs of the old world, and by North Carolina to the author of the first attempt at colonization within her borders," Raleigh has always maintained an enviable reputation as the home of brave action and refined culture.

From a village of some four or five thousand in 1865, Raleigh has steadily grown into a respectable city of about eighteen thousand, including the population upon its outskirts not strictly within its sharply-defined limits. Its city government is of the best order, strictly but mildly enforced. It has an efficient system of street railway; a thorough and satisfactory water supply; a well equipped fire department; is beautifully lighted by electricity; has its main thoroughfares paved with granite, and a telephone system; is adorned with a number of magnificent public buildings and private residences; its population is employed by many and varied industries; has churches of the leading denominations; public and private school facilities are most excellent; its debt is small, and its credit is high. In a word, we have a city of which we speak with pride and to which we cordially invite the industrious and honest home-seeker.

Raleigh Police Census, 1896.

In the census taken by this department, the enumerators received and conscientiously followed instructions putting the name of no one on their books who lived outside the corporate limits. This showed a population of 12,081. When we recall the fact that during the year 1896, that a large number of our citizens who are essentially of the city, have built up homes just outside, that the increase by reason of establishment of factories and manufacturing plants is all on the outside, amounting in round numbers to not less than 4,500, we can reasonably claim a population incident to and being a part of our city of not less than 17,500. The census taken in 1890, less since the census taken in 1890.

Street Directory.

The State Capitol is the meeting-point for the streets which divide the city on the North, South, East and West. Fayetteville and Halifax streets separate the city East and West. Fayetteville street running South and Halifax street running North. The other streets running North and South are in the following order:

West Side.
Wilmington, Salisbury, Blount, McDowell and Manly, Person, Dawson, Bloodworth, Harrington, East, West, Swain and Haywood, Saunders, Newbern and Hillsboro streets separate the city North and South. From the Capitol, Newbern avenue runs East and Hillsboro street runs West. The other streets running East and West are as follows:

North Side.
Edenton, Morgan, Jones, Hargett, Lane, North and Oakwood avenue, Davis, Johnson and Polk, Cabarrus, Peace, Lenoir, Firwood avenue, Smithfield and Cannon. North and Oakwood avenue, beginning at the State Capitol.

North Carolina Facts and Statistics.

Number of counties, 96.
State area, 52,286 square miles.
Extreme length is 503½ miles.
Extreme breadth is 187½ miles.
Number of electoral votes, 11.
Length of coast line is 314 miles.
Land surface, 48,666 square miles.
Water surface, 3,620 square miles.
Area of swamps, 150,000 acres.
Number of miles of railroad, 2,579.
Indian population (census 1890) 1,571.
Inland steamboat navigation, 900 miles.
Total population (census 1890), 1,617,947.
Average mean annual rainfall, 52 inches.
White population (census 1890), 1,049,199.
Colored population (census 1890), 567,748.
Total water-power, 3,500,000 horse-power.
Western boundary—longitude 81 degrees, 45 minutes, 20 seconds.
Average winter temperature, 43 degrees Fahrenheit.
The highest point is Mitchell Peak, 6,888 feet.
Average area of counties is 507 square miles.
Number of varieties of mineral discovered, 180.
Average summer temperature, 75 degrees Fahrenheit.
Average elevation of State above sea level is 640 feet.
Average mean annual temperature, 59 degrees Fahrenheit.
Largest county (Brunswick) is 350 square miles.
Number of towns with a population of over 2,000, 23.
Area of smallest county (New Hanover) is 89 square miles.

Highest towns—Boone, 3,250 feet; Highlands, 4,000 feet.
Legal rate of interest, 6 per cent; usury forfeits interest.
Deaths by consumption, 1.05 per 1,000 of State population.
Limit to State and county taxes, 66-2-3 cents. Limit to poll-tax, \$2.
Highest point of Smoky mountain range is Clingman's Dome, 6,660 feet.
Mean annual temperature at Raleigh, 76 degrees; Florence, Italy, 75 degrees.
Mean annual temperature at Raleigh, 60 degrees; Florence, Italy, 59 degrees.
State, congressional and presidential elections, Tuesday after first Monday in November.
Mean annual winter temperature of Raleigh, 44 degrees; Florence, Italy, 44 degrees.
The highest point of Blue Ridge mountain in the State is Grandfather Mountain, 5,897 feet.

The average date of first killing frost is October 10, and the last killing frost in spring is in April.
The largest drainage area of the State is that of the Cape Fear river, aggregating over 8,000 square miles.
Asheville is 2,250 feet above sea level. Mean annual temperature, 54.20 degrees—summer, 71.70 degrees; winter, 38.02 degrees.
Mean annual rainfall at Raleigh, 48 inches; Florence, Italy, 27 inches. Altitude above sea level of Raleigh, 395 feet.

Position of Raleigh—State capital—is latitude 35 degrees, 47 minutes; longitude, 78 degrees, 38 minutes, 5 seconds.
The death penalty is only inflicted for murder, arson, burglary and rape. The General Assembly has power to abolish it in all cases if deemed advisable.
Married women retain all their real and personal property, exempt from the debts of their husbands. Liens of mechanics and laborers for their work, are required by law.

Legislature, biennial in odd-numbered years, meeting Wednesday after the first Monday in January. Limit of session, 60 days. Terms of Senators and Representatives, two years each. Pay, \$4,000 per day.
Homesteads are allowed to the amount of \$1,000 value and personal property to the amount of \$500. The homestead is not only exempt during the life of owner, but after death during the minority of any of his children and also during the widowhood of his wife.

Raleigh Water Supply.

The Raleigh water works was constructed by the National Water Works Construction company, of Dayton, Ohio, in 1887, Mr. M. M. Moore, C. E., engineer in charge. The supply is taken from Walnut creek, two miles from the city. Water is pumped through the filters into the reservoir; from reservoir pumped to tower, on West Morgan street, holding 101,516 gallons.

There are 125 public fire-hydrants and twenty-five private fire hydrants, making 150, which gives ample fire protection.

Number and Location of Fire Alarm Boxes.

12—S. W. corner Polk and East streets.
13—E. E. corner Johnson and Halifax streets.
14—S. W. corner North and Person streets.
15—N. W. corner Edenton and East streets.
16—N. W. corner Polk and Blount streets.
21—N. E. corner Morgan and Blount streets.
23—N. W. corner Wilmington and Martin streets.
24—N. E. corner Davie and Bloodworth streets.
25—S. W. corner Wilmington and South streets.
26—N. E. corner Hargett and Swain streets.
27—S. W. corner Blount and Cabarrus streets.
212—N. E. corner Fayetteville and Hargett streets.
214—N. E. corner Hargett and Bloodworth streets.
31—S. W. corner Davie and Dawson streets.
32—S. W. corner Hillsboro and West streets.
34—S. E. corner Lenoir and McDowell streets.
35—N. E. corner Hargett and Dawson streets.
36—N. E. corner South and Harrington streets.
37—N. W. corner West and Hargett streets.
4—Morgan street, between Salisbury and McDowell. (Box in water tower, key at Capital house.)
41—Dawson street (West side) between Jones and Lane streets.
42—N. W. corner Halifax and Edenton streets.
43—N. E. corner Jones and Saunders streets.
47—North street, west of Salisbury, near car shed.
521—N. W. corner Railroad and Fayetteville streets.
45—Raleigh Cotton Mills.
62—insane Asylum.

Public Buildings.

Agricultural and Mechanical College, West Raleigh.
City Hall and Market, Fayetteville.
Colored Land, Dumb and Blind Institution, corner South and Bloodworth.
County Court House, Fayetteville.
County Jail, rear of county Court House.
Executive Mansion (Governor's residence), Burke square, on Blount.
North Carolina Insane Asylum, Southwest Raleigh.
North Carolina Penitentiary, on Southern railroad, o. s. w.
North Carolina Institute for the Blind, corner Jones and Dawson.
North Carolina Agricultural building, corner Edenton and Halifax.
North Carolina Experimental building, Hillsboro road, o. s. w.
North Carolina Exposition and Agricultural Society building, Hillsboro, o. s. w.
State Capitol (executive building), Union Square, center of city.
State Arsenal, Union Square.
Soldiers' Home Buildings, Newberne avenue, o. s. e.
Supreme Court building, corner Edenton and Salisbury.
United States Court House and Post-office, Fayetteville.

Public Monuments.
Confederate Soldiers' Monument, Union Square.
Washington Monument, Union Square.

Public School Buildings.
Centennial Graded School, foot of Fayetteville.
Garfield Graded School (colored), South Salisbury.
Murphy Graded School, corner Person and Polk.
Washington Graded School, west South street.

A Car Load

OF THE CELEBRATED

"Garland" & "Michigan" Cook Stoves

just received and now on exhibition at our store. If you are interested in stoves you will do well to call and examine them. We guarantee the stoves to be the best and the prices to be the lowest.

Julius Lewis Hardware Co.,

RALEIGH, N. C.

WHY BUY

Second hand Bicycles when you can buy a nice, clean, fresh, fully guaranteed

Crescent or Rambler?

We have a Special Bargain for some one. Ladies' 1896 New **RAMBLER** SOLD AT \$100.00. Our Price \$60.00. We have only 4 of these Bicycles; cannot get any more. You have an opportunity to get \$100.00 for \$60.00. Will you buy one?
Thomas H. Briggs & Sons,
Raleigh, N. C.

THE American Bonding and Trust Co

OF BALTIMORE CITY, BALTIMORE, MD.

WILL GO ON BONDS POSTMASTERS.

Will also give indemnity bonds to INDIVIDUAL BONDSMEN who are required by the government to go on the bonds of FOURTH-CLASS POSTMASTERS.

Bonds of bank officers, clerks, county and city officers, distillers, storekeepers and gaugers, contractors, administrators, guardians, etc., furnished at reasonable rates.

For full information write to **R. B. RANEY,** General Agent for North Carolina, Raleigh, N. C. Or apply to local agents.

Spring Millinery.

A beautiful line of millinery just received at The Lyon Racket, and the ladies are invited to come in and look; if they look we feel sure they will buy. We are going to give bigger bargains in Millinery this season than ever before.

Lyon Racket Store,
16 E. Martin Street.

CHAS. F. BULLOCK, Artistic Sign Writer

Signs for Professional Men a Specialty.

"All Down But One"

BLACKWELL'S DURHAM
Stands the Test Because it is the BEST

BLACKWELL'S DURHAM TOBACCO CO.,
DURHAM, N. C.

DRINK HEARTY

Any man who wants good liquors, Beers or Cigars can get them at any hour during business hours at
H. E. JOYNER'S,
114 East Martin St.
Quiet House and Polite Clerks.

Dr. E. E. Terry, Veterinary Surgeon.

East Davie Street, between Wilmington and Blount.
Consultation free and charges moderate. Practical shoeing shop in connection.
Faulty gait remedied and foot diseases treated, &c.
PHONE, 229.

A. G. BAUER, Architect and Superintendent.

RALEIGH, N. C.
Architect of buildings of any description. Correspondence solicited.

Norfolk & Carolina Railroad.

CONDENSED SCHEDULE.

Dated May 4th, 1897.

No. 102	No. 49	STATIONS	No. 48	No. 101
p. m.	a. m.		p. m.	a. m.
2 20	8 40	Lv. Norfolk Ar.	6 05	10 20
2 40	9 00	Pinners Point	5 40	10 10
3 03	9 24	Drivers	5 15	9 44
3 21	9 45	Suffolk	5 02	9 25
4 05	10 17	Gates	4 33	8 44
4 25	10 35	Tunis	4 15	8 33
4 40	10 56	Ahoskey	3 58	8 04
5 00	11 13	Aulander	3 41	7 45
5 40	11 50	Hobgood	3 08	7 16
6 01	12 12	Ar. Tarboro, Lv.	2 50	6 45
6 35	12 42	Ar. Rocky Mount	1 25	6 15
p. m.	p. m.		p. m.	a. m.

*Daily. **Daily except Sunday. Trains No. 49 and 48 solid trains between Pinners Point and Wilmington. Train No. 49 connects at Rocky Mount with train 23 for all points south and No. 73 train for all points North.
G. M. SERPELL, J. R. KENLY,
General Manager, Supt. Trans.
T. M. EMERSON,
General Passenger Agent.

Wilmington & Weldon R. R. and Branches.

Condensed Schedule.

TRAINS GOING SOUTH.

DATED	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40
May 4, 1897.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Leave Weldon	11 50	9 43							
Ar. Rocky Mt.	12 52	10 45							
Leave Tarboro	12 12								
Lv. Rocky Mt.	12 52	10 45	5 45	12 45					
Leave Wilson	2 06	11 16	6 20	2 12					
Leave Selma	3 00								
Lv. Fayetteville	4 40	1 14							
Ar. Florence									
	p. m.	a. m.							
Lv. Goldsboro			7 03	3 10					
Lv. Magnolia			8 07	4 16					
Ar. Wilmington			9 40	4 45					
			a. m.	p. m.					

TRAINS GOING NORTH.

DATED	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86
May 4, 1897.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv. Florence	8 45	8 15							
Lv. Fayetteville	11 20	10 20							
Leave Selma	1 00								
Arrive Wilson	1 42	12 10							
			p. m.	a. m.					
Lv. Wilmington			7 15	9 00					
Lv. Magnolia			8 55	10 40					
Lv. Goldsboro			10 10	11 55					
			p. m.	a. m.					
Leave Wilson			1 42	12 15	11 20	12 46			
Ar. Rocky Mt.	2 23	12 53	11 57	1 20					
Leave Tarboro	12 12								
Lv. Rocky Mt.	2 23	12 53							
Ar. Weldon	3 29	1 44							
	p. m.	a. m.							

Daily except Monday. Daily except Sunday.

Train on the Scotland Neck Branch Road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kingston 7:55 p. m., returning leaves Kingston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:35 a. m., daily except Sunday.
Trains on Washington Branch leave Washington 8:20 a. m. and 1:00 p. m., arrive Farmdale 9:10 a. m. and 2:40 p. m., returning leave Farmdale 9:35 a. m. and 6:30 p. m., arrive Washington 11:00 a. m. and 7:20 p. m., daily.
Train leaves Tarboro, N. C., daily except Sunday 5:30 p. m., Sunday, 4:05 p. m., arrives Plymouth 7:40 p. m., 6:00 p. m., returning, leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:00 a. m., arrives Tarboro 10:00 a. m., 11:00 a. m.
Train on Midland, N. C. Branch leaves Goldsboro daily, except Sunday, 7:10 a. m., arriving Smithfield 8:30 a. m., returning, leaves Smithfield 9:00 a. m., arrives at Goldsboro 10:25 a. m.
Trains on Nashville Branch leave Rocky Mount at 4:30 p. m., arrive Nashville 5:05 p. m., Spring Hope 5:30 p. m., returning, leaves Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrive at Rocky Mount 9:05 a. m., daily, except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 8:20 a. m. and 4:10 p. m., returning, leaves Clinton at 7:00 a. m. and 5:50 a. m., daily.

Train No. 78 makes close connection at Weldon for all points North daily, all rail via Richmond, also at Rocky Mount, with Norfolk and Carolina R. R. for Norfolk and all points North via Norfolk.
H. M. EMERSON,
General Passenger Agent.
J. R. KENLY, General Manager.
T. M. EMERSON, Traffic Manager.

To Any Non-Catholic in North Carolina:

Truth, only ten cents per annum. We will send to any non-Catholic in North Carolina at the rate of only ten cents per annum, Truth, a Catholic Magazine—Monthly—devoted to giving True explanations of the Catholic Church, that is, the Catholic Church as it is, not as misrepresented and caricatured.
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Truth can be found at the Book Store of Williams & Co., Fayetteville St., Raleigh. Williams & Co. also take subscriptions.

REPUBLICANS OF THE SOUTH

should read the

New York Press,

both Daily and Sunday. Daily, One cent; Sunday, Five cents.

Subscription rates as follows:

Daily, one year \$3.00
" six months 1.50
" three months 75
" one month 25
Daily and Sunday, one year 5.00
" six months 2.50
" three months 1.25
" one month 45
Sunday, one year 2.50
" six months 1.50
" three months 65
" one month 20

It was the foremost champion of Republican principles during the recent election and will continue to be the leading paper of the whole Republican party.

Atlantic & N. C. Railroad.

Time Table No. 2.

To take effect Wednesday, November 27th.

1	3	STATIONS.	4	2
a. m.	p. m.		a. m.	p. m.
7:20	3:20	Goldsboro	11:25	8:00
7:23	3:40	Best's	11:03	7:45
8:16	3:49	La Grange	10:52	6:50
8:36	4:00	Falling Creek	10:49	6:30
9:54	4:14	Kinston	10:23	6:00
9:38	4:21	Caswell	10:20	5:50
10:15	4:30	Dover	10:12	5:40
10:15	4:30	Core Creek	10:00	5:30
11:15	4:54	Morehead City	9:50	5:10
11:31	5:00	Clark's	9:30	5:00
1:30	5:25	Newbern	9:30	4:30
2:12	5:50	Riverdale	8:53	10:00
2:20	5:23	Croatan	8:49	10:10
2:42	5:05	Havelock	8:40	9:50
3:12	6:18	Newport	8:28	9:30
3:25	6:24	Wildwood	8:26	9:15
3:31	6:29	Atlantic	8:15	9:00
3:51	6:42	Morehead City	8:07	8:45
		Atlantic Hotel		
4:01	9:50	M. City Depot	7:45	8:00
p. m.	p. m.		a. m.	a. m.

SOUTHERN'S SHOWING

Vice-President Finley
Reviews the Co.'s Financial Condition.

BARELY MAKES FIXED CHARGES

STOCKHOLDERS GETTING NO RETURNS ON THEIR INVESTMENT.

Bonded for Only \$19,000 Per Mile—
Rates Continue to Fall, and the
Earnings are Not as Good as They
Were Six Years Ago.

Atlanta Constitution.

Speaking about the decision of the railroad commission in the Brewer and Hanletter case, Mr. W. W. Finley, second vice president of the Southern Railway Company, said yesterday afternoon:

"The decision was not a surprise to me. I was convinced that the commission realized fully the true situation of the railroads today and could not entertain any such attack upon their revenues. To show how entirely justified the decision was I may state some of the facts we were prepared to prove to the commission had it been necessary."

"Allegation No. 2 in amendment No. 1 of petition of Brewer & Hanletter to the Georgia railroad commission reads as follows:

"Since the promulgating of the existing local rates the expenses of the operation of the various railroad lines in this State have been largely reduced by consolidation and otherwise, and all railroad building material has largely declined in value."

"It is true that certain materials—for instance, steel rails—are lower in price today than normal, owing to the business depression of several years past and the resulting stagnation of the market, but these conditions are largely temporary."

"Even assuming that the present prices may prove to be permanent, the reductions in price are fully offset by the larger amount of material required today, as compared with 1888, in order to put the roadbed and equipment into such improved conditions as the demands of the public for a safer and more expeditious railroad service require."

"For instance, steel rails weighing seventy-five and eighty pounds to the yard are now necessary, where ten years ago rails weighing sixty or sixty-five pounds to the yard were sufficient for the then existing demands of traffic. This means that it requires from 25 to 30 per cent. more weight of rail per mile of track laid, thus practically offsetting the decrease in cost per ton."

"The lower average transportation rates and the demand of the public for safer and quicker transportation have made it necessary to run trains of greater capacity, and therefore to use more powerful locomotives and larger and stronger cars. The cost of equipment has also been materially increased by the requirements of the United States laws respecting airbrakes, couplers and safety appliances. Rolling stock, when purchased or rebuilt today costs, therefore, more per car or per engine than it did eight or ten years ago. On the other hand, even with these improved appliances and roadbed, the companies are generally unable to earn so much per mile of road as they could earn five or ten years ago, although they furnished then a service vastly inferior to that of today, both in safety and in speed."

"The general conditions above described are more specifically illustrated by an examination of the conditions existing upon the Southern Railway system today as compared with those of five or six years ago, that system being perhaps the most important of the consolidations referred to by the petitioners. The Southern Railway system as today operated comprises substantially the railroads formerly operated by the Richmond and Danville and East Tennessee, Virginia and Georgia companies. A consolidation of the figures for those two systems for the year ending June 30, 1891, taken from the printed reports of the companies and of Interstate Commerce Commission, is given below, compared with the figures for the Southern Railway system for the last fiscal year ended June 30, 1896. In making this comparison it should be observed that the actual cash cost of the properties in 1896 exceeded that of 1891 by more than \$9,000,000, representing the cost of improvements added to the property since 1891, on which additional investment a return ought to have been received. (It should also be observed that the results of operation of the present year to date are less favorable than those of the year 1896.)"

MILES OPERATED.
The miles of road operated in the two periods were substantially equal.

Miles operated 1891.....4,577.37

Miles operated 1896.....4,573.80

GROSS EARNINGS.

Gross earnings in 1896 were nearly \$2,000,000 less than in 1891, a decrease of 11 per cent.

Gross earnings, 1891.....\$21,372,391

Gross earnings, 1896.....19,082,247

Decrease in 1896.....\$ 2,290,144

Gross earnings per mile operated, 1891.....\$ 4,669

Gross earnings per mile operated, 1896.....4,172

OPERATING EXPENSES AND TAXES.

Operating expenses and taxes, 1891.....\$14,780,939

Operating expenses and taxes, 1896.....13,451,447

Decrease, 1896.....\$ 1,328,592

Per mile of road operated, '91.....\$ 3,229

Per mile of road operated, '96.....2,941

NET EARNINGS FROM OPERATION

Net earnings, 1891.....\$ 6,592,352

Net earnings, 1896.....5,630,800

Decrease, 1896.....\$ 961,552

Net earnings per mile of road, 1891.....\$ 1,440

Net earnings per mile of road, 1896.....1,231

"Net earnings, therefore, have fallen off nearly 15 per cent. per mile of road."

TAXES.

"Taxes, in the meantime, have increased \$92,000 per annum, or 19 per cent., although earnings have been so largely reduced."

Taxes, 1891.....\$ 490,709

Taxes, 1896.....584,901

Increase, 1896.....\$ 92,352

TRAFFIC CONDITIONS.

"The amount of gross earnings of a railroad depends upon two ultimate conditions, viz. volume of traffic and rates obtained for handling it. The volume of traffic on the Southern Railway system in 1896 was somewhat greater than in 1891. The decrease of 11 per cent. in gross earnings in 1896 compared with 1891 was, therefore, entirely due to the lower transportation rates. These are the figures."

FREIGHT TRAFFIC.

Tons carried one mile, 1891.....1,203,119,813

Tons carried one mile, 1896.....1,239,686,022

Increase, 1896.....36,566,209

Increase, 1896.....3 per cent

Freight earnings, 1891.....\$ 13,530,803

Freight earnings, 1896.....12,055,240

Decrease, 1896.....\$ 1,475,563

Decrease, 1896.....11 per cent

Average rate per ton per mile, 1891.....\$.1125

Average rate per ton per mile, 1896......0972

Decrease, 1896.....12.6 per cent

"This decrease of 12.6 per cent. in average freight rates represents a decrease in freight earnings alone of \$1,500,000 per annum, calculated upon the tonnage of 1896."

PASSENGER TRAFFIC.

Passengers carried one mile, 1891.....228,847,206

Passengers carried one mile, 1896.....250,265,346

Increase, 1896.....21,418,140

Earnings from passengers, 1891.....\$ 6,062,849

Earnings from passengers, 1896.....5,287,913

Average rate per passenger per mile, 1891.....2.649 cents

Average rate per passenger per mile, 1896.....2.113 cents

Decrease, 1896.....20 per cent

"The average rates per passenger per mile obtained in the year ended June 30, 1896, were exceptionally low, on account of the volume of low-rate traffic going to the Atlanta Exposition during that year; so that the result for the year ending June 30, 1897, will afford a fairer basis for comparison. Upon present indications, the gross passenger earnings for the present year will be about half a million dollars less than in 1896. The average rate per passenger per mile will be about 10 per cent. lower than in 1891. The gross passenger receipts in 1896-97 will be about \$1,250,000 less than in 1891."

"The inference of the petitioners that net earnings have been increased by consolidations, reductions in the cost of materials, etc., is, therefore, completely disproved so far as the Southern Railway, as a whole, is concerned. Large economies in operation have, in fact, been effected; but it should be borne in mind that these economies have been partly offset by the necessary payments of interests upon the cost of the improvements which have made such economies possible; the amount of tonnage handled in each train has been greatly increased; expenses of a large number of separate organizations have been saved by the consolidations. Yet all of these and other economies have been more than offset by the decrease in gross earnings due to the very large reductions in the average freight and passenger rates."

"The gross and net earnings per train mile in 1891, as compared with 1896, were:

Gross earnings per train mile, 1891.....\$1.294

Gross earnings per train mile, 1896.....\$1.258

Operating expenses per train mile, 1891......895

Operating expenses per train mile, 1896......887

Net earnings per train mile, 1891.....\$.399

Net earnings per train mile, 1896.....\$.371

"The average trainloads compare as follows:

Average tons hauled per train, 1891.....121.58

Average tons hauled per train, 1896.....144.43

Average number of passengers per train, 1891.....34.46

Average number of passengers per train, 1896.....38.02

"It thus appears that, owing to the reduction in rates, the comparison of results per train mile for 1896 is unfavorable as compared with 1891, even though in 1896 the freight trains hauled an average of 19 per cent. more tons, and the passenger trains an average of 10 per cent. more passengers, than in 1891."

"The above figures evidence the great economies in operation, which have been effected. The operating expenses per train mile were a little less in 1896 than in 1891, although each train performed much more work, and that at greatly increased speed, the speed of trains being a very important factor in the cost of operation."

Notwithstanding the greatly increased tonnage and increased number of passengers hauled per train, the gross earnings per mile were 3 per cent. less than in 1891. The net earnings per train mile were 7 per cent. less in 1896 than in 1891."

"The year 1891 was that just prior to the receiverships of the Richmond and Danville, and East Tennessee, Virginia and Georgia properties. At the time of the reorganization in 1894, those engaged in the rehabilitation of the properties had to confront the fact that the volume of traffic which might be expected for the next few years was only about equal to that of 1891, while the average rates obtained were between 10 and 15 per cent. lower, representing an annual loss in gross revenue of nearly \$3,000,000. When it is considered that the companies become bankrupt under the higher rates of 1891, it can readily be understood what sacrifices were required of the security holders in the reorganization."

"The question may be asked: How has the Southern Railway Company been able to meet such enormous losses in gross revenue, due to this constant reduction of rates? It has thus far been able to meet its fixed obligations, in the face of such heavy reductions in rates, because:

"1. In the reorganization of the properties the bonded debt of the system was reduced by about one-fourth, preferred stock being generally received in lieu of junior lien bonds. A large amount of cash also (more than \$900,000) was contributed, in the reorganization, by the holders of the stocks of the old companies, such holders receiving chiefly stock of the Southern Railway Company in payment for said cash contributions and in exchange for their old stock. The reorganization therefore effected every material reduction in the fixed charges of the system, and this represents an enormous loss to security holders."

"2. By means of the funds derived in the reorganization the Southern Railway Company has thus far been able to make steady and great improvements in the physical condition of the properties, in respect to roadbed, buildings and equipment, so that marked economies in operation have thus been made possible."

"It should be understood, however, that in the year ending June 30, 1896, the entire Southern Railway system (4,574 miles of road) was able to earn

(Continued on sixth page.)

GAIL & AX'S

SCOTCH SNUFFS.

Blue Ribbon Sweet

SCOTCH SNUFF.

UNEQUALLED IN PURITY, STRENGTH AND FLAVOR.

GOLD PLATED JEWELRY

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ICE CREAM SODA.

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FOR 5c.

Also all other Soda Fountain Drinks.

HENRY T. HICKS, Prescription Druggist.

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You can get much information about educational matters. All the cost is the stamp you use on your letter of inquiry. **JAMES DIXWIDDE, M. A.** (University Virginia).

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Are the strongest and require less repairing than any others now on the market. Work easy and satisfactory.

They are endorsed by some of the most practical farmers in the State. See

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And examine the machines before you buy. They will take pleasure in explaining their merits.

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HARRIS' LITHIA CARBONATED.

We guarantee that one glass of Harris' Lithia Carbonated Water Will relieve any case of indigestion in one minute's time, or money refunded; or if taken after each meal will cure any case of indigestion.

Read what the noted Dr. Davega, of Chester, S.C., has to say for it:

"MR. J. T. HARRIS—Dear Sir: For the past eight months I have been using Harris' Lithia Water with most excellent results, where I have been able to get my patients to drink a sufficient quantity daily. The Carbonated has no equal in gastric disturbances. In old chronic dyspepsias if you will wash the stomach with salt and water, and half an hour later have your patient drink the Carbonated Lithia, you will make many friends and improve many stomachs. It is an excellent table water. It is an excellent laxative, and is a sure cure for flatulent dyspepsia. S. M. DAVEGA, M. D."

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\$1.00. Ink Sets. \$1.00.

- 2 Liberty Bell Automatic Ink Stands.
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- 1 Half Pint Williams' Crimson Fluid.
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In America, and will receive Specials from New York and other prominent cities as well as from the leading cities of North Carolina and the South. It is the purpose of the promoters and management to make THE TRIBUNE a first-class Newspaper, occupying the entire field of Newspaperdom of North and South Carolina and Virginia.

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Entered at the post-office at Raleigh as second-class mail matter.

Washington Tribune Bureau, corner Sixth and D streets, Stewart Building. The Tribune is on sale at Metropolitan Hotel news stand.



Eastern Office
1213 American Trust Society Building,
New York, N. Y.
STEVE W. FLOYD, Manager.

SATURDAY, MAY 22, 1897.

TO THE PUBLIC.

The following gentlemen are the authorized traveling representatives of The Tribune Publishing Company: J. C. Manum, C. D. Roberts, F. C. Leslie and J. W. Boone. They are authorized to receipt for subscriptions, take advertisements and collect for same.

Any courtesies extended them will be appreciated by The Tribune.

LET HIM ANSWER.

An article entitled "Symptoms of Dry Rot" that appeared in these columns yesterday was the subject of much favorable comment among Republicans during the day. When the attention of Acting-Governor J. C. L. Harris was called to it he remarked that he was very glad that it had appeared in The Tribune, as it gave him an opportunity to say some things that he had long been wanting to say.

Governor Harris will never reply to that article. He may write something and endeavor to direct the minds of our readers to other matters, but he will never attempt to defend or justify Governor Russell's official conduct. He dare not do it, and the challenge is thrown down to him to attempt it.

What defence can he offer for the Governor's conduct in the following matters:

1. Selecting a majority of his military staff from the Democrats.
2. His precipitation of the party into the unfortunate railroad controversy.
3. His manipulation of matters whereby Democrats are continued in the State asylums.
4. His appointment, or acquiescence in the appointment, of the whole Smith family to offices in the penitentiary.
5. His employment of none but Democratic attorneys as his legal advisers.
6. His appointment to office of this "little yellow negro" whom he twice defeated for confirmation in the United States Senate, and whom he endeavored to have prosecuted for perjury, and ignoring every decent colored Republican in the State.
7. His interference and dictation to his several boards as to whom they should elect to subordinate positions.
8. His persecution of every Republican who favored the nomination of either Boyd or Dockery.
9. His rough and uncouth treatment of every Republican who may differ with him on matters of public import.
10. His treatment of "Major Grant," whom he turned out of office as a punishment for "his general demeanor," as he expressed it, during the Legislature.

If Governor Harris is so glad that we wrote the article published in The Tribune yesterday so that he may say some things that he has long been wanting to say, let him, as a part of the "say" that he "wants to say," answer the foregoing.

The time has arrived when the Republican party of North Carolina have become weary of the pettishness of Governor Russell, and the impertinent audacity of his little Raleigh "three-linked" ring. They have some rights and some opinions, and from now on they intend to assert some of the latter. The party will not consent to be wrecked by Governor Russell and his little clique. With all his ability, with all his statesmanship, with all his aggressiveness, the Governor has fallen into the hands of bad advisers, and time only is required to convince him how little he is loved by his former admirers.

If Governor Harris and the Grava Inspector can write him out of his present dilemma, we bid them God-speed in their Herculean task.

THE MECKLENBURG DECLARATION

Discussing the Mecklenburg Declaration of Independence, the Mail and Express says:

"Familiar as most Americans and every schoolboy doubtless is with the origin and significance of this utterance of the stormy period of 1775, it is not improbable that its importance at the time of its promulgation was somewhat greater than is generally recognized by the historians—particularly in view of the divided feeling throughout the colonies concerning the wisdom of war. The historians, too, disagree as to the date of the declaration, some insisting upon May 20, and others upon May 31. This point, however, is immaterial, so far as the significance of the historical fact is concerned. It is enough that North Carolina accepts the earlier date.

"From the time when, after the close of the French and Indian war and the signing of the treaty of peace in 1763, Parliament insisted on collecting a revenue from the colonies to reimburse the imperial treasury to the time of the Massachusetts rupture, North Carolina had participated in the anti-tax agitation. In 1769 the Assembly had been dissolved for declaration against the Crown's right to tax the colony while unrepresented in Parliament. To the first Continental Congress, convened in Philadelphia 1774, to formulate a protest and secure the rights of the colonies—but with no thought of rebellion or independence—North Carolina sent her delegates, who voted for upholding the demands for relief made by Massachusetts on the Crown. In 1775, Massachusetts having been declared in rebellion and suppression by force of arms inaugurated, the first gun was fired at Concord, the spirit of independence spread through the colonies and war was precipitated.

"It is just here that the significance of the Mecklenburg declaration is to be noted. Similar expressions in favor of cutting adrift from the mother country had been adopted earlier at several points, but they had little more than local effect, with the exception of the resolutions adopted by Suffolk county, Massachusetts, on September 6, 1774, and known as the 'Suffolk Resolves,' which naturally did much to fire popular feeling in that colony as the harbinger of revolutionary sentiment.

"The Continental Congress in October, 1774, was controlled by conservative forces, and while petitioning the Crown, at the same time vowed eternal loyalty to George III. On June 15 following, two months after Concord and Lexington, the Congress unanimously elected George Washington commander-in-chief of the armies of the revolution and provided for the conduct of the war. But meanwhile, and less than a month before Congress reversed itself by Washington's election, an association, already formed in Mecklenburg county, North Carolina, for the defence of colonial rights, formally renounced allegiance to the Crown, published its declaration of independence, and created such intensity of feeling in the colony both for and against the proposition that Governor Martin became panic-stricken and was in fear of his life.

"How far the Mecklenburg association and its declaration of independence in May aided in compassing the radical change in the attitude of the Continental Congress in June, it is, of course, impossible to say. But North Carolina patriotism is justified in believing that it had an important influence in the unanimous vote for Washington's selection, and in helping to pave the way for the greater declaration of July 4, 1776.

"Therefore May 20 is entitled to the honored place it occupies on the calendar of the old North State."

That is frightful punishment Broker Chapman is now suffering for contempt of the Senate in not answering the questions of its investigating committee. Doomed for over three weeks to a jail in which he is allowed two cells comfortably furnished, one for parlor and one for bedroom, while the only meals offered him come from the Arlington Hotel. He presents a terrible example of the horrible vengeance one must brave who dares to defy the American Senate.

If it is true that the Red Cross Society in Cuba confines its ministrations to wounded Spanish soldiers and abets the massacre of wounded Cubans lying in hospitals, this organization of mercy has been turned by Spain against its original purpose. The Red Cross knows only humanity. It makes no distinction between combatants in war. Every wounded soldier is the recipient of its tender service. This statement, if confirmed, will bring upon Spain the contempt and the anger of every nation involved in the Geneva convention.

READINESS FOR DEFENCE.

During the debate in Congress on the Cuban question, the opinion has been expressed, says the Sun, that our country is in no condition to carry on war with any but the weakest of nations, and that this fact should govern our diplomacy.

We see no reason for supposing that war with Spain will result from any thing now proposed in Congress. Certainly the recognition of Cuban belligerency would not be a casus belli, under international law; and nobody thought of so construing the various recognitions of Confederate belligerency by European powers, although the Confederate cause did not finally succeed. So, again, the proposal to treat with Spain for the recognition of the independence of Cuba is not now a cause of war. We made a similar proposal to her more than a quarter of a century ago, naming a very large sum as the consideration for Spain's withdrawal from the island. Such a bargain was supposed to be beneficial on all sides.

But, so far as preparation for war is concerned, we are certainly better prepared now than we have been for many years. At half a dozen leading ports there is at least the nucleus of defence, and, thanks to the liberal appropriations of the last Congress, emplacements are going up at various points all along the coast, while scores of heavy guns have been built. While much remains to be done, the difference between our coast protection now and ten years ago, five years, and even two years ago, is enormous; and, so far as Spain is concerned, this matter need not give us the least concern. We have floating defenses as well as fixed forts on which our leading harbors can count, and the system of submarine mines is perfected beyond what is publicly known.

As to our ships, the navy is far stronger today than it ever has been. To say nothing of a dozen single-turret monitors, which might be of use in defending smaller ports, we have the big battle-ships Iowa, Indiana, Massachusetts and Oregon; the second-class but powerful ships Maine and Texas; six double-turret monitors, the Puritan, the Monterey, the Miantonomah, the Monadnock, the Amphitrite, and the Terror; and finally the fine armored cruisers Brooklyn and New York. These, and the ram, Katakhdin, represent our armored fleet alone. In unarmored cruisers and gunboats, several of them very fast and some of them heavily armed, we are also strong. While the torpedo boats are beginning to come forward in numbers that make them a genuine source of reliance for harbor defence.

There is, in fact, no reason why, in dealing with any power, we should hesitate to say what we think and do what we believe is right, so far as the military ability to back up our words and deeds is concerned. As to Spain, with that country operating from a distance measured by the width of the Atlantic, while Cuba is at our doors, with our navy so much stronger and our resources so much greater, the question whether we are prepared for war with her, should she be so incredibly foolish as to force it upon us, does not admit of two answers.

Perhaps the Czar, in beseeching Turkey not to seize Thessaly, was prompted by a feeling that he might presently need the territory for himself. It is not the principle of spoils that he objects to, but the division of them.

Special to The Tribune.
Washington, May 21.—A large delegation of members of both houses of Congress left this morning for Monticello for a day's outing. They will return to Washington tonight.

Owing to some hitch at the capital the Cuban relief resolution was not signed yesterday by the Speaker and Vice President. As the signatures must be attached during the sessions of the House and Senate and as both have adjourned until Monday, nothing will be done until that date. The relief for starving Americans in Cuba is therefore postponed three days longer.

General Lee has been authorized to draw \$10,000 from the State Department to aid Americans in Cuba who are in want.

Special to The Tribune.
New York, May 21.—What might have been a serious accident was narrowly averted this morning.

A northbound Ninth avenue elevated railway train collided with a south-bound Sixth avenue train at the South Ferry station. The accident was due to an open switch. The trains were derailed and nearly fell upon the people in the street.

for the Spaniards and Delphs on their fiery horses with crooked swords, flashing turbans and flowing garments. With the exception of the red fez of the infantry, the uniform of the Turkish troops is distinctly European in cut. The uniform of the cavalry of the line consists of a short, dark blue, single-breasted tunic with metal buttons, gray pantaloons with a broad red stripe, and long boots, while the head-dress is a black kalpak, or lambskin busby, and the double-breasted cavalry cloak is of dark gray. Some of the regiments belonging to the first Greek cavalry wear uniforms somewhat similar to those with which people in this country are familiar in the case of the uniforms worn by firemen. The Ertoghul Regiment on a dark blue double-breasted tunic with shoulder scales and red cuffs and collar, white metal buttons, light blue pantaloons with scarlet stripe, and a kalpak. The Rehmunut Regiment wears a blue tunic with scarlet collar, turnback, and piping, with white lace on the collar and cuffs, blue and red girdles, and pantaloons with broad red stripe, and busby of the same pattern as that worn in the Ertoghul Regiment.

Turning to the case of the Greek cavalry, the "Hippikos" consists of three regiments, of four squadrons each. As the war strength of a cavalry regiment would probably be about 650 of all ranks, the total strength of the Greek cavalry may be estimated at about a couple of thousand.

The troopers are armed with a sword and a Gras carbine, for which eighteen rounds are carried in a pouch on the shoulder. The dress of the regiment is distinctly picturesque, is of olive-green, the officers wearing a hussar tunic, with carmine collars and cuffs. The full-dress tunic has silver lace shoulder cords and ornaments, while the dress of the uncommissioned officers is substituted for silver. Non-commissioned officers and men wear a tunic in full dress and a jacket in undress, white metal buttons, carmine collar, and the number of the regiment on the shoulder cords. Officers have two narrow carmine stripes on the pantaloons, and non-commissioned officers and men have them on the booted overalls. Officers wear silver lace pouch-belts, and the non-commissioned officers and men wear black pouch-belts. The color of the caps is olive green with white plumes. The saddlery is Hungarian, the latter being by far the best judged by the standard to which the army has accustomed itself. The equipment of the horseman is certainly not good. It is calculated that on mobilization the Greek army required to make good a deficiency of about 4,000 horses and 40,000 mules without counting the transport of the baggage train. In view of the fact that it is necessary to go to Hungary for most of the military horses.

LILLIAN WANTS A DIVORCE.

The Queen of Comic Opera Asks to be Released From Signor Perugini.

The queen of comic opera, Lillian Russell, is to be the plaintiff in another divorce suit. Miss Russell was first married in 1878, when a chorus girl in "Pinafore," to Harry Braham, the musical director. A few years later Braham sued and obtained a divorce from her. Lillian Russell, just eleven years of age, was granted Miss Russell eloped to Hoboken with "Teddy" Solomon, musical conductor of the Casino, and they were married. Two years later Miss Russell left Solomon when he was arrested in London for a concert hall singer for bigamy. The testimony showed that his marriage to Miss Russell was not legal. Six years later the prima-donna took advantage of this fact, and it took Judge McAdam, of New York, just eleven months to grant Miss Russell a full and complete divorce from her marriage with Solomon. Then came the marriage of Miss Russell to Signor Perugini, the celebrated tenor. There was discord almost from the start, and consequently they have been very short of each other in a few weeks. Perugini departed from his wife to return no more. Then Lillian issued a statement accusing her husband of cruelty, but he did not reply to her accusation. Yesterday Perugini's lawyer, Mr. Perugini, filed papers for another divorce.

Baby in a Drain Pipe.

St. Louis, Mo., May 21.—Two-year-old Austin Fitzmaurice fell into a drain pipe this afternoon, and for more than an hour he was held a prisoner, while a crowd of neighbors and several policemen were extricating him. He is a son of John Fitzmaurice, of 3023 Magazine street. In the middle of a block of granite paving in front of the house is a six-inch drain pipe that runs several feet down, and connects with a sewer. The top is protected by an iron strainer. Little Austin was playing with this strainer and managed to get it off. Then he put his feet into the pipe. He stood up, and down the pipe he slipped. The boy's head and shoulders were jammed in, and he was completely filled with the pipe. It took an hour to remove the granite. Then the ground for a space two feet square was removed. The drain pipe was broken by a few taps and the little fellow was liberated.

Congressmen Visit Monticello.

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Hon. W. D. Bynum.

Winston Republican.
Tals distinguished western statesman and chairman of the great national Democratic party met his appointment at the court house in this city last night. He was greeted by a good crowd of whom came through curiosity, while a large majority came to hear the financial policy of the Democratic party stated and expounded by head of that party.

He said that our financial legislation since the war had been inimical to the best interests of our country, but that the gold standard is not the cause of our troubles. That the foundation of our system (the gold standard) is all right, but that the system lacks elasticity, and that free coinage will not supply that for the simple reason that the people will not use more than \$2 of silver per capita. He said that when the issue of silver certificates was authorized we had \$2 per capita of silver in circulation, and \$8 of silver per capita already locked up in the treasury that the treasurer could not force into circulation. That free and unlimited coinage of silver could not raise the price of silver on the market, but that it would pull down the value of our silver money which is now by limited coinage kept on a parity with the value of the gold money. He said that the trade and intercourse of civilized nations require a universal standard by which to regulate values, and all over the world gold is the recognized standard by which values are measured, and is so regarded even by those countries that are on a silver basis and have no gold. In Mexico, where silver is a legal tender, you would have to pay in Mexican dollars \$210 for \$100 in exchange on New York; because the intrinsic value of the Mexican dollar is only about 47 cents in gold. The coin itself is not the standard, but the gold in the coin. Gold is the only metal in the world that is sufficiently stable to be accepted everywhere as standard.

From 1792 to 1873 we were on a silver basis and the value of the silver dollar, as bullion, was \$1.03 and the value of a standard silver dollar would have been a case of sore eyes. During that time we coined eight millions standard silver dollars. During the first four years after the crime of '73, when the mints were said to be closed against silver we coined 78 millions silver dollars.

Since that time we have coined 573 millions silver dollars that are now piled up in the treasury. You cannot have a double standard. You cannot make a silver standard stable, because the production exceeds the demand. We are now producing 1,500 times more silver than we did 40 years ago. We can only use it as a token money.

He said that less than 5 per cent. of our business was transacted in money. 95 per cent was upon credit, based upon gold. Tear out this gold foundation and this great system of credit would fall, and the man who owed a debt would be sold out a dozen times before he could get hold of a silver dollar. He said the money was unequally distributed: Rhode Island had \$341 per capita, North Carolina had \$99.90, New York had \$299, and Arkansas \$43.80. He said the South and West are producing sections, and can't get money unless we have something of intrinsic value to exchange for it. We need State banks to give us cheap money, and at a low rate of interest, but it must be sound.

Indiana had impoverished herself by issuing bonds and paying insurance to the East, so had North Carolina. What we need is more capital. To get that, he proposes State banks of issue.

To start a State bank, he says, raise \$50,000; then issue \$50,000 more, and you have \$100,000, and in this way you can make money cheap and plentiful.

To the free-silver Democrats he said: "We could meet on a reform of the currency," and assured them that a reasonable reform measure would meet the approval of the present administration.

Mr. Bynum is a pleasant speaker, and holds the attention of his audience. He is far removed from the calamity-bowler of this section. He is not even in accord with the acknowledged leaders of the Democratic machine in the South, as he openly advocates the formation of joint stock companies, corporations and aggregations of capital (wrongly denominated as trusts) for manufacturing and for developing the resources of the country, while they even draw the line on the fellow who, by honest toil, accumulates more than a competency of this world's goods.

CHARGES AGAINST CONSTANTINE.

He is Accused of Incompetency and Cowardice.

Special to The Tribune.
Paris, May 21.—News from the Greek-Turkish war that is coming in is conflicting.

Fresh charges of cowardice and incompetency on the part of Constantine are constantly arriving from correspondents with the Greek army, whose communications escaped falsification at the hands of the Greek censors. During the fighting which took place in Greece on the Turkish frontier Constantine was at Larissa, far from the battle, smoking cigarettes and reading novels. On the morning of the evacuation of Larissa, the Crown Prince was on board the first train that departed. Women and children were ejected from cars to make room for him and his horses. At Velistino, two officers drove two wounded privates from the train going to Volo in order that they might take their places. In many cases whole battalions were abandoned by officers who sought safety in flight, while the men continued fighting without a leader.

Generals Smolentz and Yanikosti are highly praised by the correspondents, who speak in the highest terms of the Greek evzones and artillery. Constantine, May 21.—Major-General Nelson A. Miles, of the United States army, who came to Europe to observe the operations of the war, was received by the Sultan today. His majesty granted him a special audience, a loan of six million drachmae at one per cent. It was exclusively subscribed by three Greek banks.

SWEATSHOP WORKERS MAY WIN.

Five Contractors Have Signed the New Schedule.

Special to The Tribune.
New York, May 21.—Four more contractors yielded to the demands of the striking tailors today, making five in all who have agreed to sign the new schedule. Consequently the sweatshop workers are jubilant over what appears to be an ultimate and perhaps secret settlement of the strike. A Progressive Tailors' Union and three thousand of their members announced their intention to cast their votes for the strikers. Women workers numbering over three thousand have joined the strikers.

More Gold to Europe.

Special to The Tribune.
New York, May 21.—The shipments of gold from this country continue comparatively light.

Lazard Freres will ship a million and two hundred thousand in gold tomorrow. Three hundred thousand more will be exported. The movement has attracted little attention in financial circles and is wholly ignored by speculators. Money is so cheap and the gold reserve of the treasury is so ample that the loss of a few millions in gold at this time makes no difference.

Advent of the Bicycle in Memphis.

Louisville Courier-Journal.
"Throughout the hurly-burly of the present," muses the Memphis Commercial-Appeal, "can be seen a tendency toward dissolution in all things voluntary association. There is a sense of cohesion and a falling apart, a spirit of concision and a tearing down of images seems to be abroad. There are indications that Memphis contemporary has been making a first attempt to master the bicycle."

Dear, Patient Man.

"My husband is so nice about explaining these war terms to me! I know I aggravate him awfully, yet I sometimes wonder why, only think I had to ask him this morning what the seat of war was for!"

"Yes?"

"Wasn't it foolish? But he is so patient. The idea that I didn't have the standing army to use when it gets tired!"

A Good Excuse.

Boston Globe.
"Have I done anything to offend you, darling?" asked a husband. "Today you passed me without bowing and now you sit there with such an air of hauteur and pride that—"

"George," interrupted the wife with an unbecoming air, "but in her voice a cadently sweet music at night, 'I have a stiff neck.'"

He Knew.

It was shortly after they had moved. "Why are you so sure that there are no loose tacks lying around on the floor?" he asked.

"Because," she replied, "I thoughtlessly went through the room in your bare feet last night, and when I pulled the tacks out of my feet I very carefully put them away."

Just the One.

"You speak of cheerful liars in an offhand kind of way, but the combination was a common one, and I don't believe you can name a single man who could be properly so designated."

"Who?"

"The weather man."

Revision Needed.

Wilkins—Such idioms as "Between the devil and the deep blue sea," though very expressive, are not exactly up to date.

Simpson—They're not? Well, how would you improve on the one you quoted, for instance?

Wilkins—Well, I think a more modern plan would be to say "Between the trolley car and the scorching"—Puck.

TO RUN FORTY YEARS.

A Chicago Clock Which Will Tick Without Winding Until 1930.

A clock which the maker believes will run forty years with one winding has been invented by a Chicago man, and is on public exhibition. The mechanism is composed of brightly-burnished aluminum rods, slow-moving cog-wheels and many tiny, quick-moving cog-balance wheels, which tick ceaselessly and merrily away under the large oval glass case which covers them.

There is a small six-inch dial in the top. Moreover, this forty-year clock is wound with seventeen twists of the key.

"Forty-three years, six months and some days it will run without ever being removed from beneath that case," proudly declares Paul C. Campbell, the inventor, "and it is the only clock of its kind in the country."

According to Mr. Campbell, a force of 175 pounds is brought to bear upon the center post, an expenditure of forty pounds in transmitting the power to the next cog-wheel, and a proportionate diminution of power on each succeeding cog is followed down to the almost infinitesimal balance-wheel, which Mr. Campbell figures the force exerted is less than the hundredth part of an ounce.

The clock has been running a year, and has never been touched save to undergo a slight regulation during the first weeks. All the parts of the clock, except the spring, were made by Mr. Campbell, even to the smallest taps and bolts, and some of the cog-wheels required special attachments to be lathes, and these he himself forced and put into operation in his own shop. The clock was worked at during six hours, and it took the builder over two years to complete it. Some of the cog-wheels have moved but two inches during the year.

ROMANCE OF A PAWSHOP.

Sister and Brother Reunited Through Medium of a Jewel.

The discovery of an amethyst seal ring in the show-window of a pawnshop in Portland will lead to the reunion of a brother and sister who had not seen or heard of each other in two decades.

Mrs. S. E. Carrington, of Cambridge, Mass., came to Portland a few days ago on a visit to friends prior to her leaving for Southern California in search of health. The other morning, while promenading with the woman whom she is visiting, her attention was easily drawn to a pawnshop window. She saw a ring which struck her as being one which she had once seen before, and Mrs. Carrington asked the broker to allow her to inspect it. The request was readily granted, and to her great amazement she found engraved on the inside of the ring "E. W. B. from mother."

"Why, that's my brother's ring!" exclaimed Mrs. Carrington. "Where did you get it?"

The broker, referring to his books, replied that early this month he had borrowed \$3 on it to make up a sufficient sum to carry him to Sacramento. He at that time requested the broker not to dispose of the ring under any circumstances, adding that if he should find his dead mother's ring, he would redeem it in thirty or forty days. He left his ring in the pawnshop with the present custodian of the pawnshop.

Mrs. Carrington was prepared to redeem it at once, but the broker declined to accommodate her without the presentation of a pawn ticket. He, however, gave Mrs. Carrington her brother's address, and she at once availed herself of the use of the wife's

RACES AT THE STATE FAIR

THE ASSOCIATION OFFERS \$2,000 IN PREMIUMS.

The Races Will be the Finest in the History of the Fair.

Below is given the official program of races at the North Carolina State Fair, October 19-22, 1927. Entries will close October 16th. Records made after the 1st of October no bar.

TUESDAY, OCT. 19.

1-2-23 class—Trotting.....\$200
2-For gentlemen's road horses, owners to drive to four-wheel road wagons, mile heats, two in three..... 100

3-Running race—1/4 mile dash..... 100

WEDNESDAY, OCT. 20.

4-3-00 class—Trotting.....\$150

5-2-55 class—Trotting, open only to animals bred and owned in North Carolina and Virginia..... 200

6-Running race—1/4 mile dash..... 100

7-Running race—1/8 mile dash..... 100

THURSDAY, OCT. 21.

8-2-40 class—Trotting.....\$150

9-Free for all—Trotting..... 250

10-Running race—1/4 mile heats, best two in three..... 150

11-Running race—1/4 mile dash..... 100

FRIDAY, OCT. 22.

12-2-25 class—Trotting.....\$200

13-Running race—One mile dash..... 100

14-Running race—1/4 mile heats..... 100

CONDITIONS.

Entries close Saturday, October 16th, 1927.

Entrance fee 5 per cent., to accompany entry, and 5 per cent. additional on winners.

The association reserves the right to declare off any race that does not meet satisfactorily, and to change the order of program as may be necessary.

Money will be divided in all races, 25, 15 and 10 per cent.

A horse distancing the field or any part thereof will be entitled to first money only. Old distance rule to govern.

The National Trotting and Jockey club rules will govern, and in no case will they be violated from.

The above races to be mile heats, three in five, except when otherwise specified.

In all races five required to fill and three to start.

No money paid for walk-over.

Gentlemen riders or drivers are required to be: "Gentlemen who have never received pay for riding, driving or training a horse or horses."

First-class track, elegant stables, every convenience and comfort possible for a racing association to have.

Address: JOHN NICHOLS, Secretary, Raleigh, N. C.

The Author of "Captain Dick."

A great deal has been said—and will be said about "Captain Dick," the military play to be produced for the benefit of the Waifs-Saving Circle at the Metropolitan Hall Friday and Saturday evenings, May 28 and 29. It is not unusual to produce local entertainments produced under the direction of the authors, but we doubt if we have had a production before which has brought to our doors authors of as wide a reputation as Messrs. Bertman and Willard.

Their plays are being presented by the most reliable bureaus in the country, catering only to the most refined audiences, but not only do these gentlemen depend upon productions by home talent, but several of the most successful plays by leading stars are the product of their fertile brain and pen.

Notably among their successful writings are "Captain Dick," the "Mystic Midgits," "The Engineer," the "Midnight Fire," "An American Wife," "New York by Night," "My Uncle Jerry," "Articania," "The Fatal Drink," etc. Their plays have received the highest praise from the entire press of New York, Washington, Philadelphia, Chicago and San Francisco. And it is by being brought into direct contact with the people as this work brings them that they are enabled to picture such beautiful and truthful reproductions of human character and by personal visits give actual local color to the places wherein their scenes are laid.

An idea of "Captain Dick" will be of interest to our readers. The first act is laid in Washington, D. C., and grounds of an aristocratic citizen, with a fine view of the capitol, a beautiful domestic scene in which is laid a most complicated and natural plot which is not cleared up until the fall of the curtain on the last act. A story brim full of heart interest, bubbling over with beautiful refined, clean comedy. Its interest heightened by the sight of brass buttons, shining accoutrements and brilliant uniforms, full of patriotism, yet devoid of one single sentence that could offend the most sensitive. The grand march off in which appears your full military company forms a climax never failing to arouse the most enthusiastic applause.

Act 2. The valley of the Rio Grande; in the breast works. The plot begins to unfold, holding the attention of the old soldiers wrapt in the most intense interest, as dialogue and situations bring into play the familiar details of army life, and discipline calls forth the valiant manner in which many in the audience have placed duty above love and family ties and sacrificed their own blood rather than do an act contrary to what they believed to be their duty as soldiers.

Act 3. Mexico. The old mill. This act is filled with beautiful womanly lines of elegant comedy, hair breadth escapes and one of the most startling climaxes ever seen in a play. It is not unusual for every speech in this act to be roundly applauded, and it is rather the exception than the rule when the entire cast is not called before the curtain at the close of the act.

Act 4 is devoted to clearing up and straightening out the difficulties into which many have gotten themselves though some are in quite serious straits the audience is not made to suffer with them, for laughable situations chase the pathetic ones so fast that one is in a constant state of enjoyment. The denouement does not come anticipated, but to the very fall of the curtain the suspense is sustained.

"Captain Dick" is a thoroughly moral play. It can hardly be called a drama. The fact that many return engagements are with and from leading churches and church organizations of the South is a pleasant assurance to the authors that the object of their work has been appreciated.

Yarboro House Arrivals.

S. Kapp, Philadelphia; W. M. Bright, Virginia; J. A. Brown, Norfolk; E. A. Stackoff, Baltimore; B. A. Justice, E. B. Craddock, Virginia; W. C. Slate, B. A. H. Jenkins, Boston; T. T. Robbitt, Baltimore; T. R. Kelly, Cincinnati; C. F. Pendleton, Cummeock; George W. Dean, Philadelphia; R. G. Dunn, Wake county; H. Heller, city; T. P. Jernan, city; B. N. Duke, North Carolina; Will. Badham, North Carolina; L. E. Fiane, New York; T. Daughtry, Richmond, Va.; J. J. Spingler, Baltimore; E. T. Kopp, Winston; M. F. Masten, Winston; W. C. Tague, Winston; Dore Liding, city; W. C. Norris, city; H. H. Grainger, city.

Demorest Medal Contest.

A contest for a Demorest medal was held in the chapel at the Blind Institution last evening. The declaimers were pupils of the institution, and they all did creditably.

"Two Pictures of Life"—Mr. W. H. Weaver.

"The Saloon the Great Problem of the Hour"—Miss Calpherna Zachary.

"The Cry of Today"—Mr. Luther Baldwin.

"The Liquor Vulture"—Miss Lizzie Royal.

"Contest for Truth"—Mr. J. J. Marshall.

"The Martyr's Mother"—Miss Emma Abther.

The judges of the speakers were: Rev. H. W. Spillman, Rev. E. C. Glenn, and Mr. S. W. Whiting. They decided that Miss Emma Absher was the successful speaker. The silver medal was presented by Prof. J. E. Ray in a few well-chosen words. The judges and Mr. Ray spoke in very complimentary terms of all the contestants. A good audience was present.

THE UNIVERSITY.

Program of Exercises of One Hundred and Second Commencement.

SUNDAY, MAY 20.

11:00 a. m.—Baccalaureate Sermon by the Rev. Dr. J. S. Felix, of Asheville.

MONDAY, MAY 21.

8:00 p. m.—Anniversary Meeting of the Dialectic and Philanthropic Societies.

TUESDAY, JUNE 1.

9:00 a. m.—Seniors form in front of the Memorial Hall and march to the Chapel for prayers.

9:30 a. m.—Meeting of the Board of Trustees in Person Hall.

11:30 a. m.—Senior Class Day Exercises.

5:30 p. m.—Presentation of the Senior Class Gift (bust of Robert E. Lee), cheering the Buildings and Exercises around the Davis Poplar.

8:00 p. m.—Orations by Representatives of the Dialectic and Philanthropic Societies.

10:00 p. m.—Reception in Commons Hall by the President and Faculty.

WEDNESDAY, JUNE 2.

9:30 a. m.—Meeting of the Alumni Association in Gerrard Hall.

11:15 a. m.—Academic Procession forms in front of Gerrard Hall.

11:30 a. m.—Commencement Exercises in Memorial Hall; Orations by members of the Graduating Class.

2:30 p. m.—Address by William L. Wilson.

1:15 p. m.—Conferring degrees, announcement of Honors, Prizes and Appointments.

2:00 p. m.—Alumni Banquet. Toasts by prominent North Carolinians.

8:00 p. m.—Concert by Glee Club in Gerrard Hall.

THE WIFE OF NANSSEN.

Romantic Manner in Which the Arctic Explorer First Met Her.

Of Dr. Nansen's wife not much information has found its way into print. She seems to have a very imperfectly developed taste for publicity, but what is known of her is interesting and indicates that she is an uncommon woman, both in talent and character. It is recorded by Dr. Nansen's biographers, Brogger and Rolfsen, that his first meeting with his future wife was in the woods about Fregner Seator, where one day observing the soles of two feet sticking up out of the snow, he approached them with natural curiosity. In time to see the head of Eva Sax emerge from a snow-bank. Dr. Nansen was married in 1889 after his return from his successful expedition across Greenland. When he started in the Fram, in 1893, his wife, left at home at Lysaker, near Christiania, with one child, turned for occupation to the development and use of her gifts as a singer, and with notable success.

King Oscar of Sweden is one of her admirers, and especially likes her singing, which he has often heard, and since she has been in England the compliment has been paid her of asking her to sing before the Queen. She is a staunch backer of her adventurous husband, whose departure on his perilous errand cost her anxieties and misgivings, to which she said little at the time. Since her husband's return she has sometimes spoken in conversation of her fears, and has said that careful comparison of Dr. Nansen's diary with her record of remembrance of her own sensations bears her out in the belief that the times when she was the most concerned about him were the seasons of his greatest peril. That implies a comparison of Dr. Nansen's diary with her record of remembrance of her own sensations bears her out in the belief that the times when she was the most concerned about him were the seasons of his greatest peril. That implies a comparison of Dr. Nansen's diary with her record of remembrance of her own sensations bears her out in the belief that the times when she was the most concerned about him were the seasons of his greatest peril.

Carrier Pigeons in Hawaii.

San Francisco Chronicle.

A carrier pigeon service on a large scale is about to be established on the Hawaiian Islands. Pigeon flying is generally carried on as a pastime, and is the national sport of Belgium, but a company has just been formed in Honolulu to utilize the peculiar traits of the homing pigeons in a business which is set forth in a prospectus as being very remunerative. Birds have already been bought and taken to the islands on all proposition is to establish lofts on all of the different islands in the Hawaiian group, beginning first with Hawaii, Maui, Kauai and Oahu. By means of fast-flying pigeons messages can be sent to all the towns and plantations of the different islands, and vice versa. It is believed that not less than fifty plantations will contribute to the scheme.

Kauai and Maui are both but 100 miles from Honolulu, and the most distant point of the islands from Honolulu is but 250 miles. The best record shows that pigeons have flown 614 miles in one day, in a fly from Gainesville, Ga., to Philadelphia. This could not be done regularly, but it is generally considered a feasible plan to fly pigeons over moderate-sized bodies of water at a very fast rate.

A very similar scheme to that of the Hawaiians is also being established between Alaska and Puget Sound. The distance is 823 miles by steamer, and is too much for a bird to fly in one day. As a homer makes very slow progress after the first day a system of stations will probably be inaugurated. Stations may be established at Juneau or Douglas Island, Fort Wrangle, Fort Tongas, Nanaimo and Port Townsend.

IKE WALTON'S BOOK.

Copy of His complete Angler Sold for \$1.70.

A test of the market for old and rare books is the current price of a copy of Isaak Walton's Complete Angler, published in 1653. One was sold this week at auction for \$1.70, which is a record.

In 1879 a fine copy, in choice binding, was offered for \$200, and the seller appended an apology for fixing so high a price. He explained that, with one exception, a copy had not been offered for years.

The exception was one example, included in a set of five editions, sold for \$340, and afterward resold for \$500 in 1889.

MILLINERY

BARGAINS.

STYLISH SUMMER HATS AND ARTIFICIAL FLOWERS



Grand opportunity for money-saving buyers to take advantage of cut prices while the season is in its height. Call early in the morning and avoid the rush and tedious waiting later in the day.

Entire Sample Line of Wholesale Jobbers and Importers at half price all this week. All the reigning styles of the Home and Foreign Markets are here shown. Every hat and flower in perfect condition, clean, fresh and regular. Our facilities for getting the good things as they come this way, and letting you have them at about the same price, enables us to grow.

That these Bargain Flowers may be seen quickly and at a glance, show cases have been provided.

One case contains an assortment of artificial flowers worth 50 and 75c a bunch.

Take your choice at 25c.

Another case of French Flowers, valued at 1.00 and \$1.25; your choice of any and all, 50c.

Sample Hats at one-half usual retail price 10, 15, 25, 50c, and on up.

The most appreciable difference is seen in the finest grades.

French Models and trimmed hats for quick clearance, are placed on sale this week at about half the regular retail price.

New Invoices of Knox and Dunlap Shapes in fine white braids.

French Felt Cycle Hats in pearl, brown and black, just received by express, and the newest out for wheel and traveling.

Taffeta, Moire and Gauze Ribbons in the new shades of green, purple, blue, pink, creams and straw. White in all widths.

Vantini's Sample Fans. New style; price 1-3 off.

White Silk French Fans, 25c.

White Silk Gauze Fans, elegant assortment, 50c.

Sherwood Biggs & Co.
SUCCESSORS TO C. A. SHERWOOD & CO.

NOW FOR SALE.

Ten large and valuable city Lots, including the elegant Home Place of the late Honorable A. S. Merrimon, situate on North Wilmington St., between Polk and Peace Sts., and near Peace Institute. This is your opportunity of buying a site for a home, or investing your spare cash in property which is enhancing in value. Call at once, as we are determined to sell this property very quickly, or the opportunity of your life is gone. This property will be sold as a whole or in lots. Will take pleasure in showing you the property.

Prices are right.

A. W. MOYE & CO.,

Real Estate and Insurance Agents, 224 Fayetteville St.
Phone 207C.

FACTS KILL FALLACIES.

We know you must get puzzled. A man who reads advertisements—and stop at that—can't help wondering. Follow them up. Our's, and everybody's. We tell you about our ready-made garments equalling custom tailoring, surpassing the cheap tailored kind. We know they do. On any expert's judgment they will, or we wouldn't say so. But we want you to know it by investigation—comparison.

It was almost a necessity one to have your clothes made to order. It isn't now—and now men are ready to own up to it the season than ever. We didn't sell as many suits last spring and summer as we have up to the present time. There's a pointer in that for you men who haven't tried our clothes yet.

There's no assortment like our's in the city. Two or three clothiers—nor all the tailors—can't master such a variety. And we buy only reliable fabrics. That's what we want you to look up.

BOYS' CLOTHES.

Everybody says they've got boys' clothes. If only enough to show you a sample. If you want to see a complete line for your selection, see our stock. Our spacious department can hardly hold them now. Cassimere, Cheviot, Homespun, Crash Linen, White Duck for boys of all ages, and at prices that will please you. Complete line Mother's Friend Waists—50c. to \$1.25; newest patterns—dark, light and medium colors. Complete line of boys' shirts, lawn dried and unlaundried, white and colored shirts, 50c. to 75c.

Feather-weight Suits, Coats, Vests, etc., are Ready for the Early Callers.

Summer Neckwear, too.

An entire new line of Japanese Silk Neckwear on display now.

S. & D. BERWANGER,
One-Price Clothiers.

W. H. & R. S. Tucker & Co.

May 17th to 22d.

There is just now no theme or topic of such great interest to mothers of school girls, and the young ladies themselves, as materials for school commencement Dresses.

In answer to the great demand for such fabrics we have made, recently, great purchases of

8-4 White French Organdies

These New Organdies have arrived, and are now on our counters; the prices run, 35c, 40c, 45c, 50c, 60c, 65c, 75c, 85c and \$1.00 per yard.

These organdies at these prices are by far the best values we have ever shown—the sheerest, best finished organdies in the world. There is no limit to the interest our people attach to genuine values, and we sum up this advertisement by saying, that never have we offered such interesting values.

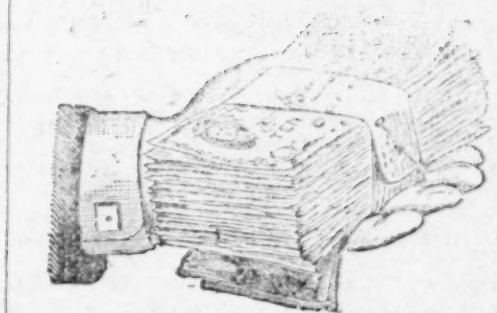
W. H. & R. S. Tucker & Co.

T. L. Eberhardt,

MANUFACTURER OF



RALEIGH, N. C.

MONEY SAVERS,
Our Prices.Whiting Bros.
RALEIGH, N. C.

IMPORTANT

To Justices of the Peace and

County Officers.

THE NORTH CAROLINA

Manual of Law and Forms

Is now ready. This valuable book has

been thoroughly revised and brought up

to date, including the Laws of 1927. It

is a Library of itself for Justices of the

Peace and County Officers, and is indis-

pensable. It contains all the Legal

Forms, the Statutory Law, Marriage

Ceremony. The Duties and Powers of

Justices of Peace and County Officers and

a Complete Fee Bill.

In fact The North Carolina

Manual of Law and Forms is the

one book that every Magistrate and

County Officer must have for properly

conducting their office.

Price, by Mail, \$2.00.

EDWARDS & BROUGHTON,

Publishers, Raleigh, N. C.

Special Rates via South-
ern Railway.Meeting Southeastern Tariff
Association, Old Point
Comfort, Va.

For above occasion the Southern Railway will sell tickets Raleigh, N. C., to Old Point Comfort, Va., and return, at \$6.55 for round trip, limited 15 days from date of sale.

Commencement State Normal and Industrial School.

For above occasion the Southern Railway will sell tickets Raleigh, N. C., to Greensboro, N. C., and return, at \$3.50 for round trip. Tickets on sale May 14th to 20th, inclusive.

Annual Commencement Salem Female Academy.

For above occasion the Southern Railway will sell tickets Raleigh, N. C., to Winston-Salem, N. C., and return, at \$4.10 for round trip. Tickets on sale May 18th to 25th, inclusive, limited, good to return May 25th.

Commencement Exercises Oak Ridge Institute, Oak Ridge, N. C., May 23-25, 1927.

For above occasion the Southern Railway will sell tickets Raleigh, N. C., to Goldsboro, N. C., and return at \$2.50 for round trip. Tickets on sale May 15th, 19th and 20th, limited, good to return until May 25th, '27.

For further particulars write or call on THAD. C. STURGIS, T. A. Southern Railway, Raleigh, N. C.

W. H. GREEN, Supl.

J. M. CULP, Traffic Manager.

WILKESBORO HOTEL.

Chas. L. Zoll, Proprietor.

People desiring to spend the summer months among the mountains will do well to consult Chas. L. Zoll, proprietor Wilkesboro Hotel, Wilkesboro, N. C.

For reference in Raleigh, Miss Minnie Bledsoe.

SOUTHERN'S SHOWING

(Continued from third page.)

above its fixed charges only \$556,000, an amount equal to only about 1 per cent. on Southern Railway preferred stock. In nearly three years of operation this company has paid only 1 per cent. on its preferred stock and nothing on its common stock. As the preferred stock represents actual cash expended at one time or another upon the properties, and as the common stock also represents a very considerable proportion of the actual cash cost of the roads it is clear that the preferred stockholders are as yet receiving only a small proportion of the return upon their investment which they are justified in expecting, while the holders of the common stock have no early prospect of any dividends whatever.

CONDITIONS IN GEORGIA.
The above comparisons are for the Southern Railway system as a whole. It may be stated with confidence, however, that the general conditions of the traffic and rates of five years ago upon the whole system apply equally to the portion of the road in the State of Georgia. The average rates upon traffic handled in that State were then much higher than now, while the volume of traffic was fully as large as at present, with the result that the roads in Georgia were better remunerated then, in proportion to the service performed, than they are today.

The following figures show the results of operation of the Southern Railway lines in the State of Georgia for the year ending June 30, 1896:

Miles operated	Totals of line.	Per mile
Earnings—	\$78.37	
Passenger earnings	\$1,059,057	\$1.206
Freight earnings	2,249,425	2.612
Mail, express and other earnings	250,166	.285
Gross earnings	\$3,558,648	\$4.103
Operating expenses and taxes	2,688,807	\$3.061
Net earnings from operation	\$914,841	\$1.042
Interest on bonds and rentals	849,212	1.018
Net income from operation	\$62,629	\$.072

"If a reduction of 33 1-3 per cent. in local freight rates had been in effect in Georgia in 1895-96, the reduction in freight revenue caused thereby upon the Southern Railway system would have been approximately \$600,000. The Southern Railway Company's lines in Georgia in that event, would have failed to earn the interest upon the very low bonded debt upon its lines in that State, the deficit in Georgia alone being estimated at \$122,000 for that year, under those conditions. The loss from the cause of the entire Southern Railway system would have amounted to more than the entire surplus income of the system in 1896.

"It should be observed:
1. That the funded debt of the Southern Railway system in Georgia amounts to only about \$19,200 per mile of line. This is considerably less than one-half of the actual cash cost of the properties, including terminals and the proportion of equipment assignable to Georgia traffic. It is also less than half of a fair estimate of the cost of reproducing the properties, assuming that a new road would be built and put at once in the condition of an old established line in respect to roadway and terminals. The difference between the present amount of funded debt and the actual cost of the properties largely represents the sacrifices made by the holders of securities in the reorganization of the several properties.

"2. That the net earnings from operation amounted to only \$1,042 per mile of road, which is less than 5 per cent. on the amount of the funded debt on its lines in that State. The interest on bonds and fixed rentals of the lines in Georgia, therefore, earned all of these net earnings. The Southern Railway Company, therefore, earned practically nothing for the holders of Southern Railway Company stock. As this stock was received by the present holders in consideration of cash assessments paid or the properties largely represented in the reorganization such bonds representing, at one time or another, cash expenditures upon the property, it needs no further demonstration to prove that the Southern Railway Company's lines in Georgia are not earning a fair return to the holders of its securities.

"3. That the Southern's bonded or guaranteed debt per mile of line is exceedingly low as indicated by a comparison, taken from the latest report of the Interstate Commerce Commission. Average bonded debt, all railroads in U. S., \$31,048 per mile. Average bonded debt, all railroads in Georgia, \$19,200 per mile. (The extreme southeastern group including Georgia) 23,153 per mile. Southern Railway system in Georgia, 19,268 per mile.

"4. That if the Southern Railway Company had suffered a reduction in Georgia of only 1 per cent. in average freight rates, its net earnings in Georgia in 1896 would have been sufficient to pay the fixed charges accrued upon the lines in that State; and it should be remembered that such fixed charges, as shown above, are far less than the interest on the actual cost of the properties.

"The above statements apply only to the Southern Railway Company, but the same conditions apply to the great majority of railroads in Georgia and in the South generally. The roads in the South which are earning any considerable amounts in excess of fixed charges consist of short pieces of road which are so exceptionally situated as to handle a very heavy volume of traffic—largely through business—at minimum expense.

"No detailed statistics for the railroads in the State of Georgia are published by the Georgia Commission. Statistics are, however, published by the United States Interstate Commerce Commission, showing the results of operations of the railroads in ten territorial groups. Group V, the extreme southeastern territory, includes the least prosperous or insolvent roads. As indicating approximately the condition of railroad business in that State, reference is made to the statistical report of the Interstate Commerce Commission for 1895, the latest published.

"There has been a practically continuous reduction in average freight and passenger rates in the United States, and particularly in group V (Georgia group). Since 1890, the average freight rates in group V have dropped from about 1.06 cents per ton per mile to 0.85 cents per ton per mile, a decrease of 15 per cent. In the meantime the volume of traffic handled per mile of railroad in 1895 shows no ap-

preciable increase over 1890. As compared with the years of 1892 and 1893, the volume of traffic handled in group V shows a considerable decrease in 1894 and 1895. The figures are these:

Group V. In U. S.	Ton miles per mile of line
1890	304,936 457,245
1891	310,611 502,705
1892	359,152 543,365
1893	347,550 551,232
1894	301,126 457,252
1895	313,496 479,490

"It should be observed that in group V the average density of freight traffic is less than two-thirds as great as the average for the United States. That the railroads in the South are being operated quite as economically as those in other sections of the country—more economically, indeed, is shown by a comparison of the percentages of operating expenses to gross earnings.

As per Georgia Commission's report	Percent
All railroads in the United States	71.40 per cent.
All railroads in Georgia	71.19 per cent.
The Southern Railway lines in Georgia	70.83 per cent.

The results from the operations of the Southern Railway lines in Georgia are somewhat less favorable than those shown by the averages for group V. This is chiefly due to the fact that the Southern operated a proportionately large mileage of branch lines in Georgia, the traffic upon which is exceptionally light. It is also due partly to the fact that the freight traffic in Georgia at somewhat lower average rates than those of group V. The ratio of expenses to gross earnings of the Southern's lines in Georgia in 1896 was 74.6 per cent. In other words, the Southern Railway Company pays out nearly 75 per cent. of the gross earnings of its lines in that State for expenses of operation and taxes, so that nearly 25 per cent. of the company's gross revenue in Georgia goes directly into the hands of residents of that State in payment for labor, material and taxes.

"The average rates per ton per mile compare as follows:
Southern's line in Georgia, 0.863 cents.
All railroads in group V, 1895, 0.895 cents.
The freight earnings per mile of road operated were:
Southern's lines in Georgia, 1896, \$2.612.
All railroads in group V, 1895, \$2.618.
All railroads in United States, 1895, \$2.618.

"The freight earnings per mile run by freight trains were:
Southern's lines in Georgia, 1896, \$1.23.
All railroads in group V, 1895, \$1.161.
All railroads in United States, 1895, \$1.161.
The earnings of the Southern Railway system, both gross and net, during the first nine months of the present fiscal year—July, 1896, to March, 1897, inclusive—show a considerable falling off as compared with those of the same months of the previous year, so that the conditions existing in Georgia this year are less favorable to the railway companies in Georgia than they were during the year ending June 30, 1896.

"In view of the facts shown above, it seems clearly demonstrated that any reduction in rates upon the Southern Railway lines in Georgia, however slight, would be a great injustice.

"Allegation No. 2 in amended petition of Brewer & Hamlet to the Georgia Railroad Commission reads as follows: 'That the capitalization and bonded indebtedness of the Southern Railway and General of Georgia Railway Companies are largely in excess of the fair value of the properties owned by them and are calculated to compel the payment of the existing high local rates on through and local freight in order to make dividends on such indebtedness and capitalization.'"

"There is no equity in the argument implied in the above allegation; viz., that railroad rates should be fixed upon such a basis as would permit the roads to earn an amount in excess of the interest at the current rate upon the estimated present cost of reproducing the properties.
"If such a rule were to be enforced by the Interstate Commerce Commission, it would be doing any natural increment in the value of the property due to the growth of the country, or to successful management. The fruits of increased patronage and good will, which is admitted as proper accompaniments of a successful private enterprise, would, upon that theory, be denied to the railroad investor. That such a rule would result in serious injury to the interests of the people as well as those of the railroads cannot be doubted. Capital cannot be expected to seek investments which will be subject to all the liabilities to loss, but allowed to retain a fair profit. A railroad company is or should be, as much entitled to profit by the natural increase in values due to the growth of the country, and to its efforts in building up and stimulating trade, as is a private individual or corporation.

"An examination of the conditions surrounding the railroad properties in Georgia indicates how great are the uncertainties of obtaining a fair profit from railroad investments in that State. There is a considerable railroad mileage in Georgia which cannot control sufficient traffic to pay the bare cost of operating. The number and density of the roads are not able to earn more than enough to pay interest on a mortgage debt less in amount than the actual cost of the property. A very few roads in Georgia are able to pay their owners something more than interest on their probable cost, the chief example of the latter class of roads being the Western and Atlantic.

"It is perhaps unnecessary to say that it would be manifestly impossible to put in effect a system of rates which would result in equal returns to all of the railroads upon the cost of their property. While the railroad commission may and does permit roads of light earning capacity to charge higher rates than more prosperous companies, the competition for traffic at the more important points upon all lines fixes the rates on nearly all of the local traffic on the basis of the lowest schedules authorized by the commission. An enforced reduction in rates would result in substantial loss to the same reduction in rates upon the less legal rates allowed to the more prosperous companies would therefore necessarily result in substantially the same reduction in rates upon the less prosperous or insolvent roads.

"Would the State of Georgia be willing to apply to its own road (the Western and Atlantic) the theory that the owners of railroad property are entitled to no more than legal interest on either the original cost of the property or the cost of reproducing it? The Western and Atlantic earns, net for the State, \$39,000 per annum over and above operating expenses which are paid by the lessee. This, on a mileage of 136.82 miles, is \$3.075 net per mile per annum to the owners of the property as a return or dividend upon their ownership equal to 5 per cent. per annum on a valuation of \$61,400 per mile.

"The bonded debt of the Southern Railway Company is only about \$19,200 per mile in Georgia, while the sum of its bonded debt and capital stock, both common and preferred, is only \$55,000 per mile of road in Georgia, being less than the amount upon which 5 per cent. interest, net, it is not consistent for any of the authorities of the State of Georgia, including the honorable board of railroad commissioners, to undertake to lay down a rule that the Southern Railway shall not be allowed to earn a fair interest upon its capitalization, if it can do so under the scale of just and reasonable tariffs, when the State itself as the owner of railway property receives a return amount three times as great as the bonded indebtedness of the Southern Railway per mile and exceeding the total capitalization of the Southern Railway Company per mile in bonds, preferred stock and common stock combined.

"But even assuming for the sake of argument that the cost of reproducing a railroad should be taken as a basis for the amount of capitalization, which it should be allowed to earn interest, how shall the cost of such reproduction be arrived at?

"The commission would surely not base such a computation upon the estimate of the first cost of a railroad similarly situated. It is well understood by those familiar with the financial and physical history of railroads in this country, that when a road is first turned over to operation it is by no means a finished and complete plant, and that large annual expenses for improvements in permanent way, enlargement of terminals, additions to yards, and other improvements, and equipment, are necessary for the growth of the country, the demands of the people and requirements of the service. Such expenses are necessarily and properly paid for chiefly by the issue and sale of securities. As instances the large sums constantly required for such additions and improvements on the lines now operated by the Southern Railway Company during the last six and a half years amounted to more than \$9,000,000. During the year ending June 30, 1894, the Southern Railway Company expended more than \$1,000,000 in improvements on its lines. These expenditures were light owing to lack of cash resources for carrying on work. This \$9,000,000, therefore, represents additions to the actual cash cost of the property, and is not to be regarded as the cost of the properties in 1890. This same process of cash additions had been going on every year since the first year of operation. The cost of the properties has been constantly increasing. This does not include any expenditures for building new lines, but only expenditures upon or appurtenant to existing lines. Neither is there included in this amount the cost of such improvements as were charged to operating expenses.

"A low estimate of the cost of progressive road thirty years old would be at least 50 per cent. greater than the first cost, and for many lines reaching important business centers and cities one hundred per cent. would be more nearly correct.
"As the result of such continuous annual expenditures the cost of the Southern Railway property has been more than \$50,000 per mile on the average, and it is doubtful if they could be reproduced in the present condition of effectiveness for that amount, including equipment and terminals as now located.

"The Southern Railway Company's lines in Georgia are earning, above operating expenses, an amount equal to about 10 per cent. on the cost of the property. This is far less than a fair return upon their cost or value. The company is justified in claiming that it would be better entitled to a general increase in the value of the properties than to a reduction in rates.

"As bearing upon the constant increase in the cost of railroads, attention is directed to the following statement:
"Cost of railway improvements made by the Southern Railway Company to its properties in the State of Georgia.
"Since the Southern Railway Company commenced its operations on July 1, 1894, the physical condition of its properties has been greatly improved.
"This is particularly the case upon the lines within the State of Georgia.
"Where improvements and additions, beyond the original cost of the property, have been made, the cost of the property has been increased, costing more than \$1,500,000 during the period from July 1, 1894, to December 31, 1896.

"New additional equipment purchased by the Southern Railway Company since July 1, 1894, has cost more than \$1,500,000. This purchase has ensured to such advantage the communities served by the Southern Railway lines in Georgia on account of improved transportation facilities which the railway company has thus been enabled to afford.

"The extensive expenditures and improvements have, of course, been made with the expectation that they would increase the earning capacity of the property, and as to produce a fair return upon the amount thus invested. They have already had the effect of making railway travel easier and safer and more attractive to the people of Georgia and to visitors from other parts of the country, and consequently have been and will continue to be a direct benefit to the State. That a railway company has as yet derived no return upon these investments, but on the contrary has not yet recovered from its lines in the State of Georgia sufficient net income to pay a fair return upon the actual cash cost of its properties in that State, has been a very serious matter to the State Board of Railroad Commissioners in the hearing respecting the recent order of the commissioners for a reduction of 20 per cent. in the rates on fertilizers. This statement shows that the Southern Railway lines in Georgia as a whole are producing an income barely sufficient to meet the interest upon the bonded debt issued on account of its properties. While the railroad commission is very much less than the actual cash cost of the several properties and less than they could be produced for to-day.

"The large expenditures for betterments and improvements, made since July 1, 1894, as cited above, are a fair illustration of how the cash cost of the properties is constantly increasing. This process of additional cash cost is going on upon all railroads at all times; therefore, the cost of railroads is not to be measured by the estimates of what railroads will cost to construct. In the first place, these original estimates are almost always exceeded in the actual construction; and in addition the railroad is by no means finished—in fact, it is usually a very imperfect, lamp and unfinished structure—when it is opened nominally for traffic, and the owners must be constantly adding to its cost in order to produce that kind of service which the public naturally and properly demands.

"This constant and yearly increase in cost is almost always ignored when estimates are made of the cost of duplicating existing lines, and is largely the basis of public misapprehension as to the cost and capitalization of rail-

road properties.
"It is well known that in the reorganization of the properties now forming the Southern Railway system the mortgage debt of the entire system was reduced 25 per cent. and the cash cost of the system was reduced \$40,000,000, and representing cash actually invested in the properties.

"The Southern Railway lines within the State of Georgia have as yet barely earned an amount sufficient to pay interest upon the reduced bonded debt, which amounts in that State to an average of only about \$19,200 per mile of road, including expensive terminals in cities.

"The balance of income of the Southern Railway Company, covering the operation of 457 miles of railroad, as shown in its annual report for the year ending June 30, 1896, after the payment of fixed charges, but before the payment of dividends, amounted to \$556,478.19. This represents only a little over 1 per cent. on the preferred stock of the company, and this stock represents a part of the actual cash expended upon the properties to bring them up to their present physical condition.

"The lines in Georgia contributed practically nothing toward this model rate surplus. This result cannot be regarded as surprising to investors in railroads in that State.

"These are facts which ought to be understood by the people of Georgia and their representatives in the State Government. In view of the present earning capacity of the Southern Railway Company's lines in Georgia, any arbitrary reduction by the railroad commissioners of that State for the year ending June 30, 1897, of the rates practically to a confiscation of property represented by actual cash investments, for the reason that such reductions in rates would preclude the possibility of the payment of a fair amount of interest upon these investments.

"If such should be the policy of the railroad commissioners, and of those responsible for the State Government, the inevitable result would be a serious modification, if not the abandonment, by the Southern Railway Company of the policy of improving and enlarging its facilities in Georgia, which has already resulted in the expenditure of over one and a half million dollars in improvements in that State within the past two years. It seems inconceivable that the people of Georgia, when they should be understanding the financial conditions under which the railway company is operating in that State, will support a policy that would force the railway companies to reduce their expenditures and services in Georgia to the lowest practicable point, instead of continuing that progressive policy of improvements from which the people of Georgia have already derived such material benefits.

Silver in China.

New York Sun.
The May number of the Annals of the American Academy of Political and Social Science contains an interesting article on the use of silver in China by Mr. Talcott Williams, who is not only acquainted with the history of the subject, but is a daily reader of the Peking Gazette. His researches and observations afford no warrant for the assertion that in the monetary system of China silver has been a stable measure of value.

It appears that before the Tang dynasty (620-907 A. D.) copper cash was the exclusive monetary means of exchange, though silver had been introduced to some extent in south China, as soon as Chinese prefects had been sent to rule in Cochinchina and Cambodian cities, where they were brought in contact with Arabian merchants. At the beginning of the Ming dynasty (1368-1644) silver was equal to one ounce of gold. Now the change from the ratio of four of silver to one of gold to the ratio of thirty of silver to one of gold, which has required about five in China. We will mark a few stages of the rapid appreciation of gold. In 1574 the importation of silver into China had become so large that one ounce of gold was now worth seven or eight ounces of silver. At the end of the Ming dynasty, that is to say by 1644, gold had become ten times as valuable as silver. Under Chienlung (1698-1796) it took twenty ounces of the white metal to buy an ounce of gold. In 1840 silver was eighteen times cheaper than the yellow metal. With the opening of trade with Europe in the forties, however, silver rose to the ratio of 14 to 1, and remained nearly at this ratio for twenty years. In 1866 the ratio of silver to gold at Shanghai was 16.2 from which it rose to 26.1 in March, 1893, or about 60 per cent. The ratio has since ascended in correspondence with its advance in the West. The interior provinces ratios were naturally changed more slowly than in the treaty ports.

The local and national currency of China was formerly, as we have said, and indeed still is, the copper cash. Mr. Williams tells us that this used to be composed either of one-half copper and the other half an alloy of zinc, lead and iron, or else of equal parts of copper and zinc. Now the cash contains nearly equal parts of copper and lead. In cash, which is a flat, oval piece with a hole in the centre, all retail purchases are made, all labor wages are paid, and all the ordinary transactions of life conducted. Twelve cash are in value equal to about one cent; yet in Shanghai the hot water shops go down to a half cash and even to a quarter cash in their daily transactions, or about one-fifth of a cent. The reason of the value of cash is, it seems, a constant topic of imperial rescripts and vice-regal memorials. Mr. Williams says that during the ten years in which he has read the Peking Gazette he has seen as many references to the fluctuations in the value of cash as have been caused in American newspapers by the movements of silver in the last thirty years. Measured in commodities, cash has fallen in value about 175 per cent. since its old value. Col. Yule in his "Marco Polo" has shown that a tael of silver was exchangeable for 1,000 cash in the thirteenth century, when, as has been said, the ratio of silver to gold was four to one. In 1771 a French missionary reported that a tael of silver was exchangeable for 800 to 1,000 cash. In 1846 Dr. Williams reported that cash ran 1,680 to 1,700 to the tael. We should bear in mind that the tael is an uncoined weight of silver; the haikwan tael weighs 583 1-3 grains; the Shanghai and Canton taels are about 3 grains lighter. Where the silver dollar has penetrated, it has gone through the same fluctuations, when measured in cash, as the immemorial tael. Of course it weighs less; twenty new Spanish dollars are equivalent in weight to 14,370 taels. At the beginning of the century the Spanish dollar fell at Shanghai from 1,300 to 1,175 cash, and the tael from 1,480 to 1,345. At Hangchow the Mexican dollar fell to 200 cash, and a like fall took place at Ningpo; at Yangchow it dropped to 900. As long, indeed, as the existing lines of silver was suspended in China, the imported silver dollar held its value in cash tol-

erably well, but when active minting was begun by the Viceroy of Kuangtung, the white metal tumbled in value in the Middle Kingdom as it had elsewhere, so much for the notion that in China silver does not vary in value.

Lo. the Incusible Indian.

Baltimore Sun.
Washington, May 21.—A striking illustration of the progress of civilization is shown in the attire and demeanour of the band of Sioux Indians now in the city. They are under the lead of the famous old chief, Red Cloud. They have paid visits to the Indian Bureau, and have had meetings before the Senate Committee on Indian Affairs, and have taken the occasion to present their views with freedom and intelligence.

Until within a very recent period all the Indians coming to Washington on business with "The Great Father" presented the characteristic Indian stoicism and indifference to all surrounding things, evincing no curiosity and appearing entirely oblivious to everything seen and heard. But the red men now have discarded blankets and feathers and all the paraphernalia of nomads. They range the streets in store clothes of the most approved hand-me-down variety, and show as much interest in matters and things as the most inquisitive down Easter.

To-day six or eight of them spent a couple of hours in doing F street in its busiest part. They stared at the women and indulged in "asides" to each other. They peered down into the depths of the vast sewer and took an absorbing interest in the explanation of its design and purposes. The fantastic and bright designs in men's neckwear in the shops evoked enthusiastic expressions, and they rolled their tongues in and out at the sights in the windows of the fancy confectioners.

FRANK STRONACH'S

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Nos. 319, 321 and 323 Wilmington Street,

Auctioneer and Commission Merchant.

Manufacturer and Dealer in Buggies, Carriages, Road Carts, Farm and Spring Wagons. Horses Bought and Sold. Handsome Wagonettes and Dashing Teams for Pic-nic Parties. New Buggies, etc.

56th ANNUAL SESSION OF St. MARY'S SCHOOL.

Raleigh, N. C.

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THE PARK HOTEL, Raleigh, N. C.

Admirably Located.

Facing Nash Square, One Block from Union Passenger Depot.

Steam heated throughout. Electric lights. Baths. Elevator. Perfectly lighted and ventilated rooms. Special show rooms for Commercial Travelers. Furniture and equipment all new.

Particular Attention is Given the Fare.

Rates \$2 and \$2.50 a Day.

Special Terms by Week or Month.

Ladies traveling alone will find The Park most convenient, and upon notice will be met at station by one of the Managers.

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Under New Management.

Rates, \$2 and \$2.50 per day. Special Weekly Rates.

Free Coach to and from all Trains.

A. J. COOKE, Manager.

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THE DAILY TRIBUNE.

SATURDAY, MAY 22, 1897.

Weather Report.

Forecast for Raleigh and vicinity:
Fair and cooler Saturday.
Weather Bureau Observations at 8 p. m.
Yesterday.

	Tem.	Rain.	Wind.	Weather.
Raleigh...	74	00	W.	Pcly Cl'dy.
Charlotte...	70	00	S.	Clear
Wilmington...	70	00	S. W.	Pcly Cl'dy.
Hatteras...	64	00	N.	Clear
Washington...	64	00	N.	Clear
New York...	54	00	N. W.	Cloudy.

Local Data for Raleigh Yesterday.
Mean temperature for the day, 74; normal, 69; departure 5.
Total rainfall for the day, 0; normal, .20; departure, .20.
Deficiency of temperature since May 1st, 18 degrees.
Excess of temperature since January 1st, 122 degrees.
Deficiency of rainfall since May 1st, 2.08 inches.
Deficiency of rainfall since January 1, 1.03 inches.

Weather Conditions.
The storm has moved from the Lake region to the north Atlantic coast, with considerable rain at a few stations in the north. The largest amount was 1.12 inches at Cleveland, Ohio. Thunderstorms with local gales also occurred.

Over the entire south the weather continues fair and warm. The weather continues clear in the Mississippi valley and westward.
A decided fall in temperature occurred in the Lake region, amounting to 22 degrees since yesterday at Buffalo, Cleveland and Detroit. Frost is reported at Marquette. The weather is also slightly cooler in the northwest.
C. F. von HEERMANN,
Section Director.

Local News.

The internal revenue offices are now being visited by Inspector Day.

The first copy of the Public Laws was seen in the Governor's office yesterday.

The Raleigh Street Railway Company will put six large electric lights in Pullen Park.

Sam Yelverton, a colored brakeman on a S. A. L. freight train, fell from a car and was badly injured. He will recover, it is thought.

Marriage licenses have been issued to Willie M. House and Mamie Sanford; Thomas Moneyhan and Mary Smith; C. L. Grant and Minnie K. York, all white.

A deputy came from Warren county yesterday and carried the German couple who have been in the station house for several days back for trial.

The reception given last evening by Mrs. Ivan M. Proctor to the boys of the Trinity Chapter of the Boy's of the League of Edenton Street Methodist Church, in celebration of the birthday of Master Proctor, afforded the boys great pleasure.

Personal.

Mrs. Iredell went to Goldsboro yesterday.

Miss Ethel Norris has gone to Apex on a short visit.

Dr. Cyrus Thompson has now moved part of his family to the city.

Mr. Ham Smith and Mr. Weir have returned to the city.

Mr. H. S. Leard, Maj. Wright and Col. Olds have returned from Charlotte.

Mr. W. H. Williamson left yesterday to visit his sister, Mrs. Stephens, at Martinsville, Va.

Miss Hull, of Georgia, spent two days in the city on her way to New York to attend her father's funeral.

Miss Bessie Williams, of New Bern, is the guest of Miss Ida Horton, at No. 215 North Wilmington street.

Mr. Hugh Blair Telfair is in the city, the guest of his sister, Mrs. R. S. Horton, on North Wilmington street.

Dr. Eugene Daniel went to Charlotte yesterday to attend the Southern Presbyterian Assembly. Mr. A. M. McPheters expects to go Monday.

Prof. J. B. Carlyle, of Wake Forest, passed through the city yesterday. He has just returned from Wilson, where he delivered an address.

Mr. Fleiding Knott has resigned as director of the Oxford Orphan Asylum, and Prof. C. W. Toms, of the University, has been appointed by the Governor in his place.

Rev. Syman Ward, of New York city, universalist, will preach in the Academy of Music Sunday afternoon at 4 o'clock. Dr. Ward is the guest of Mrs. O. J. Carroll while in the city.

Prof. Messers has returned from the eastern part of the State. He will leave for Winston in a few days and then go North to spend the summer. He will deliver the address on Memorial Day, May 20th.

Can You Believe This?

Often the most effective remedies are the simplest. This is the case with the wonderful medical discovery, which promises to revolutionize the appearance of a large portion of society, made by a gentleman living near Wake Forest. He has found that axle-grease is an absolutely infallible cure for baldness. The discovery was made by two blacksmiths. They were working in front of their shop one day, when they began joking each other in a jocular way and one of them, in sport, smeared his hand with axle-grease and slapped the other on his head, which happened to be bald, with his open hand. In two days, it is reported, hair began to grow out on his head, and in less than ten days hair had so grown in patches that the exact print of the other man's hand was on his head. In this way this "wonderful discovery," which will cause the drug stores to add a line of axle-grease and cause a greater demand for that article than any tariff could do, was made. The Smith was the subject of much derision until he hit upon the plan of smearing all his head with the grease, so now he has a uniform growth of black hair, where before he had none.

Trinity College.

The commencement exercises of Trinity college, Durham, will take place June 8th and 9th. Elegant invitations have been issued. They are printed on parchment paper in blue ink, the first page being embossed in gold. Following is the program:

Tuesday, June 8, 11 a. m.—Baccalaureate sermon by Dr. James Atkins, Nashville.

Tuesday, 4 p. m.—Alumni address by Stenwall J. Durham, Bessemer City, N. C.

Tuesday, 8 p. m.—Literary address by Dr. W. B. Smith, Tulane University, New Orleans.

Wednesday, 10:30 a. m.—Graduating exercises.

THE PULLEN SOCIETY

A Declamers and Essayist's Contest Followed by a Debate.

THE NEGATIVE WIN IN THE DEBATE

THE JUDGES DECIDE THAT MAN IS NOT DEGENERATING.

The College Hall Filled—Medals Awarded—A Delightful Hour Spent in Dancing in the Dining Hall—The Evening a Success.

The declamations, essays and debate of the undergraduate members of the Pullen Literary Society of the A. and M. college were good last evening. However, it was difficult to reach the college, as the street cars were in adequate to carry the crowd out or bring them back. Two or three cars ought, by all means, to have been run on each trip, but a single car was jammed and crowded to more than its capacity.

The college hall was filled. There was not a vacant seat. The music was furnished by the Haywood Band. This added much enjoyment to the evening.

Mr. Frank Squires, president of the Pullen Society, welcomed the audience, and fittingly opened the exercises of the evening. He paid a tribute to the late R. S. Pullen and briefly traced the origin and growth of the society.

Mr. F. E. Lowenstein was the first declaimer. He declaimed "Napoleon at the Pyramid." His delivery was graceful and his voice was very good.

The subject of the declamation by Mr. J. Rankin Parks, Jr., was "The Silent Voices." He did well.

Mr. J. B. Kinsey read an essay on "The American Newspaper: Development and Influence." He paid a tribute to the power and influence of the press. The writer briefly described the origin of the first newspaper in Boston to the great metropolitan dailies of the present. He pointed out the bias and blasphe in the last reformation in journalism. In 1851 the New York Press Association was organized for gathering news. The first thing one looks for in a newspaper is the news. Newspapers are not always responsible for a misstatement which may appear in them, because when such is the case it is generally the fault of the party giving the information. He referred to the mammoth size of the newspapers of today.

An essay on "The Recent Growth of North Carolina" was read by Mr. O'Kelly. Mr. Myers, in a comprehensive manner he noted the increase in the production of agriculture, mining, manufacturing and the growth of education.

The query for debate was—

"Resolved, That man is degenerating."

Mr. G. B. Newby was the first speaker on the affirmative. Every man has the idea that he is greater than his fellows. Morality has degenerated into an organized instinct. The principle of business life now is, "Do a man or we will do you." He referred to the corruption which now exists in politics. How many boys reach the age of fifteen years without becoming addicted to the cigarette habit, and how many girls reach the age of fifteen without becoming addicted to the chewing-gum habit? We are made of habits. He referred to the whisky and other evil habits in no unmistakable terms.

Not only are these degenerations marked in a man, but they become more aggravated in the next generation. The child inherits these weaknesses from the father.

Men are now dressing more and more like women, and women are assuming the garb of men. The solemn pledges which man makes to woman were once regarded as sacred, but are now treated lightly. Man's degeneracy is marked in the decline of art and literature.

Mr. W. E. Williams spoke on the negative. He said that the cry of man's degeneracy has been heard all the ages. It is the product of a disordered mind. Some of the reasons given why man has not degenerated are:

First, man has more regard for his fellow-man than he ever had before. The speaker described the cruelties of the ancient wars. War is becoming a thing of the past. Civilization is wiping it out.

Second, man is more charitable now than ever before. The insane, the blind and the deformed are cared for. The poor cripples are veterans of the golden rule. Man's charity is seen on every side.

Third, man is now more intelligent and more moral than ever before. A truly intelligent man must be moral. He referred to the once prevalent belief in witchcraft. Man is gradually growing better and better.

Mr. I. B. Tucker spoke on the affirmative. In the mind of some of the wisest men there is a belief that all the sun and constellations are gradually waning, and with them men and their institutions are declining. Compare the men who now enjoy political power and guide the ship of state with the noble founders of our Republic. Do the principles of these immortal men survive today? A noted judge recently said that eighty per cent. of the witnesses in his court were guilty of perjury. The very foundation of our government must rest on man's faith in man. The speaker referred to the growing use of tobacco, fermented liquors, etc. The growth of crime is out of proportion to the increase of population. He spoke of the diminution of the average duration of life. There is now found in man a love of self which cannot exist to such an extent in a normal mind. Mr. Tucker referred to the low order of our literature.

Mr. C. B. Williams spoke on the negative. Everything is either increasing or decreasing. Everything must change. Man is no exception. First, man is not degenerating physically. Our soldiers and sailors endure as great hardships as did their ancestors of old. He spoke of the use of electricity, etc. Man is not degenerating morally. The multiplicity of churches and schools proves this.

The judges, Dr. Cyrus Thompson, R. H. Battle and Judge Boykin, retired to make their decision. Judge Boykin announced that F. E. Lowenstein, as declaimer, J. B. Kinsey, essayist, and C. B. Williams, debater, had won the medal.

While the judges were out Mr. John Howard was called on and responded in an appropriate manner. President Squires announced that the young people would now repair to the dining-hall to enjoy a social hour. The young people spent an hour dancing in the hall.

HON. J. L. M. CURRY WRITES

NO COLORED NORMAL SCHOOLS IN NORTH CAROLINA.

Peabody Appropriation for \$14,000 for the Year Paid—He Asks the Superintendent for Information.

The following letter was received by Superintendent of Public Instruction Mebane yesterday, which is of general interest to the people of the State:

"Hon. C. H. Mebane, Raleigh, N. C.:
Dear Sir: I send a check for \$14,000, closing Peabody appropriation for this educational year, except two hundred dollars which are due to Greensboro Normal, and will be paid in July. The duplicate receipt, to be dated, signed and returned, will explain the appropriation of the money.

"I was sorry not to have had a free and full conference with you in reference to the use of Peabody money for next year.

"From recommendations of schools you have sent, it seems that I have been unfortunate in conveying an intelligible idea of the policy of the fund. Generally, exclusively, in most States, the income is used to promote teaching or professional training through colleges at Nashville and normal schools and institutes in the State.

"In North Carolina we have supported scholarships at Nashville and Greensboro and some so-called colored normals.

"To these, under special appeal, Durham and Clinton were added, but they will not be aided next year.

"Now what shall be done next year? The scholarships at Nashville will be continued and liberal aid will be continued to Greensboro.

"I greatly desire to stimulate and improve the teaching in colored schools, but I do not wish to practice a sort of deception.

"The enclosed receipt mentioned schools all of which, with the exception of Durham and Clinton, claim to be normal schools.

"You and I know they are not, except in name. I hoped North Carolina would have established one or two real schools for colored teachers.

"A bill was passed, I believe, but it is uncertain when the school will be put in operation.

"Understand me, for your recommendation of aid to town schools on condition of local aid, this I seek to promote, but how shall we discriminate? The aid as given must be a trifle. I am under partial commitment to help the schools of Raleigh and Washington, provided the negroes get the benefit of the public schools. But High Point, Reidsville, Chapel Hill and a dozen other places are clamoring for Peabody money. Let me have your best judgment as to one or two, and the facts.

"I must adopt the rule of communal eating with these schools, through the State Superintendent. Principals or trustees take to me, or write, and both sides get wrong impressions and complaints are generated.

"It is best for them to send application through you and to get your endorsement after surveying the whole field.

"With sincere thanks for your cheerful co-operation, I am, yours truly,

"J. L. M. CURRY."

TEACHER'S ASSEMBLY.

Excellent Railroad Facilities for Reaching Morehead.

Teachers' Assembly tickets will be on sale on all roads June 15 to 30, inclusive, good for return on or before July 15th. Membership coupons will be attached to the tickets. The rate is one first-class fare for round trip—lower than ever before secured.

Stop-over privileges will be granted at Wake Forest and the University to those wishing to attend the summer schools and visit extended to July 25th; stop-over at Raleigh on tickets over both the Seaboard Air Line and Southern.

All leading steamboat lines will sell local return tickets at one first-class fare for the occasion. Baltimore, June 15th and 16th a train will leave Goldsboro at 1:55 p. m. and reach Morehead at 5:40 p. m. and another which leaves Goldsboro at 5:40 p. m. will reach Morehead at 9 p. m.

This affords through connection to Morehead from the S. A. L. at Raleigh, with the Southern Railway at Selma and Goldsboro and by the Atlantic Coast Line.

A New Company.

A stock company has been organized in Raleigh with a capital of \$12,000 for the purpose of dealing in furniture. It will do business under the corporate name of "The Royall & Borden Furniture Company," and the members of the firm are George C. Royall, John L. Borden, T. J. Jerman and Miles Goodwin.

Proposals for Wood and Coal.

Sealed proposals for furnishing wood and coal at the yards of the Deaf, Dumb and Blind Institution will be received up to noon, June 14, 1897.

One hundred cords of old-field pine wood, eight feet long, split and quartered, free from knots, straight and not made; must be delivered through the institution in suitable condition for inspection and measurement no later than October 1, 1897.

Three hundred and seventy-two tons of bituminous coal, run of the mine, seventy tons of anthracite egg coal, free from slate, 2,000 pounds to the ton.

Bidders are required to state the mines from which their coal is taken, and whether their anthracite is red or white ash. Certificates of weight must accompany each load as delivered in quantities at each department of the institution as directed by the undersigned.

Delivery must not be later than September 10, 1897.

The right to reject any or all bids or any part of any bid is reserved.

W. H. RANP,
Steward for the Deaf, Dumb and Blind Institution.

Raleigh, May 20th, 1897.

Oh, Horrors!

W. J. Martin, of The Tribune, spent Sunday in the city, sharing his father-in-law's family—Journal.

This is a mistake, girls. Will is still on the carpet and hunting for a father-in-law as earnestly as ever.—Twin City Sentinel.

OVER HALF A CENTURY
The Family Friend.

THE FRIEND OF CHILDREN
PARENTS
GRANDPARENTS
MOTHER'S FRIEND.

POND'S
EXTRACT
FOR ALL PAIN.

The Genuine never fails.
It can always be relied on.
Used Internally and Externally.

Far superior to any imitation or substitute.
It costs more to make, it costs more to buy—but is cheaper because stronger, better and purer than anything else.

Note our Name on Label and Wrapper.
Pond's Extract Co., New York and London.

REPORT OF THE CONDITION OF
THE RALEIGH SAVINGS BANK
AT THE CLOSE OF BUSINESS
MAY 14, 1897.

RESOURCES.

Loans and discounts	\$132,258.90
Overdrafts	18.25
North Carolina 8 per cent bonds	22,382.50
Other stocks and bonds	39,679.16
Due from banks	16,621.13
Banking house	12,399.06
Office furniture and fixtures	900.00
Cash and cash items	2,900.02
Total	\$226,669.95

LIABILITIES.

Capital stock	\$15,000.00
Surplus fund	12,000.00
Undivided profits, less expenses	1,952.96
Deposits	195,041.36
Reserve interest for depositors	2,675.69
Total	\$226,669.95

I, John T. Pullen, cashier of the Raleigh Savings Bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.
JOHN T. PULLEN, Cashier.

State of North Carolina,
Wake County.

Sworn to and subscribed before me this 21st day of May, 1897.

JAS. O. LITCHFORD,
Notary Public.

Correct—Attest:
W. C. STRONACH,
JULIUS LEWIS,
G. ROSENTHAL,
J. F. FERRALL,
Directors.

"The Grecian dames are unburned."
Tro and Cres., act I, scene 2.

Our dames soon rid themselves of this trouble. They used Pond's Extract.

Carnations, etc.

Bouquets,

Floral Designs,

Palms,

Ferns,

FOR OUT-DOOR PLANTING—

Roses, Chrysanthemums, Coleus and all kinds of bedding plants. Vines for the veranda. Cabbage, Tomatoes, Egg and other vegetable plants. Evergreen, Magnolias and Shade-Trees.

H. STEINMETZ, Florist.

North Halifax Street, near Peace Institute. Phone 112

MISS EVA PALMER,

Professional nurse, of experience, offers her services to the public.

Obstetrics a Specialty.

Having completed a thorough course at the Maternity Hospital, Baltimore. She has rooms at 315 McDowell street.

The General Assembly of the Presbyterian Church in the United States of America (Southern General Assembly), meets in Charlotte, May 20th, and will be in session for ten days. It is one of the largest and most representative religious assemblies in the Union. During its sessions the CHARLOTTE OBSERVER will have the most complete reports of its proceedings, and the paper will be sent to any address in the United States for entire session or ten days for 25 cents. Remit by postal note or money order. Address CHARLOTTE OBSERVER, Charlotte, N. C.

Proposal for Building.

Sealed proposals for the erection of the Capital Club House in the city of Raleigh will be received until noon of June 1, 1897. Plans and specifications can be seen by applying to L. A. Mahler, secretary of the Building Committee. The committee will reserve the right to reject any and all bids.

Chairman Building Committee.

WANTED.

WANTED.—Do you want to rent, sell or exchange your property? Do you want employment? Have you lost or found anything? Have you money to loan? If you have, let it be known through the want column of The Daily Tribune, the best advertising medium in the State. One cent a word for each insertion. Special rates by the month or year. Situations wanted half-price.

WANTED.—The Travelers' Insurance Company of Hartford, Conn., offers to good men good paying positions in the life and accident departments of the company in North Carolina. Apply at once to Z. P. SMITH, Special Agent, Raleigh, N. C.

FOR SALE OR RENT—A Job Printing Plant in Raleigh. Enquire at Tribune Office.

LOST—Setting from seal ring, gold in-laid initial "P." Finder rewarded by returning to Park Hotel.

A. B. STONACH

BOTH HOW CHEAP AND HOW GOOD.

7 1-2c. 8 1-3c.

Guipure Lace Lawns, Valois Lace Rosemary Organdies, Scotch Dam-Lawns, Dorothea Stripes, Irish Lawns, ties, French Jaconets, Mousseline Brodee, worth 12 1/2c and 15c.

THE NEW THINGS

In Leather Belts, 10c, 20c to 25c; Ladies' Collars and Cuffs, 12 1/2c to 25c; Ladies' Waist Belts, 10c to 50c; Ladies' Fans, 5c to 50c.

Ladies' Oxford Ties.

Napoleon, Gennese and Coin Ties, \$1.50 to \$2.00, worth \$2.00 and \$2.50.

Our 8-4 White French Organdies, our fourth invoice this season. Six numbers of the greatest values ever offered.

New Shoe Store!

SPECIAL SHOE BARAINS
FOR THIS WEEK.HIGH CLASS FOOTWEAR
AT POPULAR PRICES.

\$1.25 Black and Colored Oxford Ties at 75c.
Finer grades from \$1.25 up.
\$2.50 and \$3.00 Russet and Ox-bow Shoes for men \$1.98.
Finer grades from \$2.25 up.
\$1.00 Misses' Oxford Ties at 60c.
Don't fail to visit this great Shoe Sale.

S. C. POOL,

SAM. B. NORRIS, Manager.

LEADER OF LOW PRICES.
130 Fayetteville Street.

SPECIAL RATES

VIA THE

SEABOARD AIR LINE

Meeting Southeastern Tariff Association, Old Point Comfort, Va.

On account of the above occasion the Seaboard Air Line will sell tickets from Raleigh, N. C., to Old Point Comfort, Va., and return, on May 15th to 18th inclusive, limited 15 days from date of sale. Rate \$6.35 for the round trip.

Meeting North Carolina State Convention Women's Christian Temperance Union.

On account of the above occasion the Seaboard Air Line will sell tickets from Raleigh to Henderson, N. C., and return, on June 9th to 11th, inclusive, final limit June 16th. Rate \$2.25 for the round trip.

Women's Exposition of the Carolinas, Charlotte, N. C.

On account of the above occasion the Seaboard Air Line will sell tickets from Raleigh to Charlotte, N. C., and return, on May 19th and 20th, limited three days from date of sale, for \$3.70 round trip.

Meeting Presbyterian Church General Assembly (U. S.), Charlotte, N. C.

On account of the above occasion the Seaboard Air Line will sell tickets from Raleigh to Charlotte, N. C., and return, on May 17th to 21st, inclusive, with final limit to June 16th, 1897. Rate \$5.65.

Meeting Young People's Society of Christian Endeavor, San Francisco, Cal.

On account of the above occasion the Seaboard Air Line will sell tickets from Raleigh to San Francisco, Cal., and return, on June 22, 23, 29, 30 and July 1, 2, 3, with final limit August 15th, 1897. One first-class fare for the round trip.

Tennessee Centennial and International Exposition, Nashville, Tenn.